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TOPICS - OF - THE - DAY

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WHAT BUSINESS THINKS OF THE TARIFF

THE EFFECT UPON AMERICAN INDUSTRY being the most important question in the minds of the men who are drafting the new tariff law, it is essential that spokesmen for industry should let their representatives in Congress know what they think the effect of the proposed schedules will be. The Fordney Bill was amended somewhat before its adoption by the House on July 21, and all the Washington correspondents expect it to be pratically redrafted by the Senate. While the Senate will hold protracted hearings, and while the committee in charge will doubtless be importuned by many business interests, they are anxious for further revelations of the popular mind on the subject. In order to help the Senators who are toiling so diligently during these torrid weeks in Washington, we have asked a number of representative trade journals to tell us just what effect they believe the schedules under consideration will have on their respective industries; whether they will help to restore prosperity, and whether they will tend to raise or to lower prices. So many interests are concerned and the final form of the bill is so doubtful, that it is difficult to sum up the opinion of the trade journals which have responded to our question. In general there would seem to be a feeling that price levels are likely to be raised rather than lowered, and that tariff restrictions on imports are likely to injure our export trade. On the other hand, a number of important industries are declared to be in need of the protection furnished by a high tariff, and their journalistic spokesmen naturally welcome the assistance promised by the Fordney Bill.

Before passing on to note the impression made in the different circles of trade, it may be well to call attention to the present status of the law. The Fordney Bill, it will be remembered, greatly increases the duties existing under the Underwood Tariff. Several of its schedules simply put in permanent form provisions of the Emergency Tariff. Precise comparison with previous rates is made impossible by the new "American valuation" plan of estimating duties, and also by the large bargaining powers given the President. The bill originally included a dye-licensing section which virtually placed an embargo on competitive German dyestuffs. This feature was rejected by the House by a close vote, but the fight has been renewed in the Senate, and the advocates of the embargo are still hopeful, especially as they have the support of the Administration. Fuel-oil and asphalt were placed on the free list by the House, which also rejected a tariff on cotton and hides. Thus the bill goes to the tariff-makers of the Senate, who, as one correspondent puts it, "are satisfied that they can make a better bill." The Senate, notes another writer at the capital, "always has the benefit of House debate and of the reaction of the country to the concrete House proposition." "The new tariff bill will not be written into law until snow flies," predicts a New York *Tribune* correspondent who has been listening to tariff conversations at the Capitol. And during these months of hearings and debates the members of the Finance Committee and other interested Senators will be weighing such arguments as we will now briefly summarize.

Indicative of a new attitude of many Southerners toward political and economic questions is the declaration of *The Manufacturers Record* (Baltimore) that the tariff bill is really a "Magna Carta," as Mr. Fordney called it, "not because of any specific schedules or rates, many of which must be scrutinized and changed, but because it is the expression in statute form of a fundamental economic doctrine, allegiance to which is the price of our well-being and the warranty of a fulfilment of our industrial destiny" *The Manufacturers Record* deplores the absence of any protection for cotton and hides, but nevertheless, it says, the South must benefit enormously:

"Sugar and tobacco, peanuts, fruits, and a great variety of products come under the tonic sections of the measure. It is indeed remarkable that a bill of such ramifications should be seriously assailable by the South on two items only, important as they are. Both errors can be corrected, in which case, for the first time in its history, the South will find itself protected in all the essential elements of its industrial activity. It will have a basis for progress such as it has never had before."

Similar wholesale indorsement comes from *The Manufacturers' News* (Chicago), which thinks that while the Fordney Bill may have its weak spots, and while "it may be well to iron out some of its schedules," nevertheless, "the principle back of it apparently has the approval of nine-tenths of the factory-owners of the land. From *The Daily Metal Trade* (Cleveland), which finds the metals schedules perfectly satisfactory, comes the declaration that "every protectionist in the country, among whom are numbered hundreds of thousands more to-day than ever before, will agree that the need of tariff protection is far more widely demanded to-day by the uncertainty of world conditions than previously."

Like declarations in favor of protection come from *The Northwestern Stockman and Farmer* (Helena), which believes that a high tariff would unquestionably help the farmers, the cattlemen, and the sheepmen, and from *The Daily Drovers' Telegram* (Kansas City), which asserts that the farmer has a right to demand protection against cheap wools, cheap cotton, cheap beef, cheap corn, wheat, hides, and other articles that can be "imported and sold at a profit to foreign producers and yet be sold here under the cost of production of similar commodities of American origin." Wheat-growers naturally want higher prices for wheat, and *The Missouri Farmer* (Columbia) thinks it safe to assume that the 35-cents-per-bushel duty which the Fordney Tariff Bill imposes on foreign wheat should "send the price up sharply very shortly."

The six-cents-a-dozen duty on imported eggs has aroused great interest among poultrymen. They like it as far as it goes, but the menace of cheap Chinese eggs is so vivid in their minds

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that some poultry journals are disappointed that the duty is not greater. *The Poultry Herald* (St. Paul) does not believe that the exclusion of Chinese eggs or the placing of a heavy tariff on them would increase the price of American eggs over the pre-war prices after the adjustment period. But "the continued free admission of Chinese eggs would tend to decrease the price of American eggs to the point where no one could afford to produce them, and we would soon be dependent on the filthy Chinese produce to a large extent, for no other foreign country produces eggs as cheaply." While there is encouragement for poultrymen in the proposed tariff, *Pacific Poultrycraft* (Los Angeles) thinks the rate should be raised to 12 cents per dozen in order to furnish real protection to the home industry.

CAN THE PULMOTOR REVIVE BUSINESS?
—Morris for the George Matthew Adams Service.

Turning from eggs to sugar, we note the flat assertion of *Facts About Sugar* (New York) that the "adoption of the new tariff schedule will help the industry of sugar production in the United States." The rate applied to Cuban sugar is 1.6 cents per pound as compared with one cent under the Underwood Law. This organ of the sugar business argues at great length in several editorials to prove that under existing conditions the increase in the tariff will not increase the cost to the consumer. The extra cost, it insists, will be paid by the foreign producer as increased marketing expense. The price of a world commodity like sugar, we are told, is fixt solely by world-wide supply and demand, and it is pointed out that the enactment of the Emergency Tariff (carrying the same rate on sugar as the Fordney Bill) had no effect on the market price of sugar.

The grocers who sell us our sugar and eggs, in so far as they are represented by the *Grocers' Magazine* (Boston), consider the Fordney Bill "a very fair and reasonable measure." The few changes in the duties on foods will not tend to increase the cost of living, we are told by this authority.

The Pacific Fisherman (Seattle) observes that while in many cases the duties are not as high as fishing interests desire, "the fisheries as a whole will be placed in a much stronger position than they have lately occupied through the passage of this measure."

Passing to producers of materials used in building, we note first the declaration of *The West Coast Lumberman* (Seattle), that the placing of a duty on lumber (optional with the President under the bill passed by the House) "is not likely to have any result on the final price which the consumer pays. Whatever duty is placed upon lumber will be small and will be inconsequential so far as the total price is concerned." To the secretary of the New England Hardware Dealers' Association it seems that "the proposed new tariff schedules will help the hardware industry of the country if passed in their present form, and will have a great deal to do with putting the idle workman back at his bench in the hardware plants." From another representative of the hardware business, *The Hardware Age* (New York), we get the assertion that "the new schedules will have a very marked effect in bringing about a more general prosperity in the hardware field. It will undoubtedly aid materially in putting many more men at work, and, what is more important, in keeping them at work." This editor finds the question regarding the effects of the new tariff schedules on prices in the hardware field much more difficult to answer. He says:

"I do not believe that the proposed tariff would increase prices of hardware products, and it seems rather improbable that they would lower the prices. It seems to me that it is not so important that the cost of living be lowered as that people be placed in position to earn the money with which to purchase the things they need or want. Certainly a lower cost of living would have little in its favor if workmen were idle and unable to pay even the small prices asked for commodities. If the workmen in our field can be kept at work under reasonable wage schedules, the stores will be able to sell more merchandise and the manufacturers will be able to produce more articles. This to me means a more general prosperity. Certain it is that without adequate tariff protection both labor and industry in the field which we represent faces a hard future."

Automobile Topics (New York) informs us that those provisions of the Fordney Bill "which directly concern automobiles are regarded with high favor in the industry," while "others of indirect interest also are regarded with satisfaction."

Papers like *The American Dyestuff Reporter* (New York), *Paint, Oil and Chemical Review* (Chicago), *The Color Trade Journal* (New York), and *Drugs, Oils and Paints* (Philadelphia) agree in hoping for the inclusion of the dyestuffs embargo feature in the final tariff bill. The editor of the Philadelphia paper thinks that no price is too high for the American public to pay for the establishment and maintenance of the dye industry on a large scale. The Germans, he says, "undoubtedly hope and expect eventually again to have this industry entirely in their own hands," and "no tariff alone can prevent it." It seems to *The Color Trade Journal* that the plan originally contained in the Fordney Bill is "the best effort as yet put forward to conserve and encourage the dyestuff business in this country and at the same time to give the dyestuff consumers the fairest possible opportunity of obtaining whatever they actually need from abroad and can not obtain here." The American people, we read further, "have determined to establish in this country a coal-tar chemical industry. This is the outstanding and incontrovertible point."

The tax on fuel-oil which was taken out of the Fordney Tariff Bill, in accordance with President Harding's wishes, seems essential to papers like the Oil City *Derrick*, *Texas Oil Ledger* (Fort Worth), and *Oil and Gas Journal* (Tulsa, Okla.). In general they think that free importation of oil, especially from Mexico, helps the Standard Oil companies and hurts the independents.

Turning now to those journals which are opposed to the tentative schedules of the new Republican tariff, we find two fundamental objections. One is that such high duties on imports would increase prices and thus keep up the cost of living. The other is that in raising a tariff wall against imports we would both prevent Europe from paying us its debts in goods and would also invite retaliation, thus doubly injuring our own

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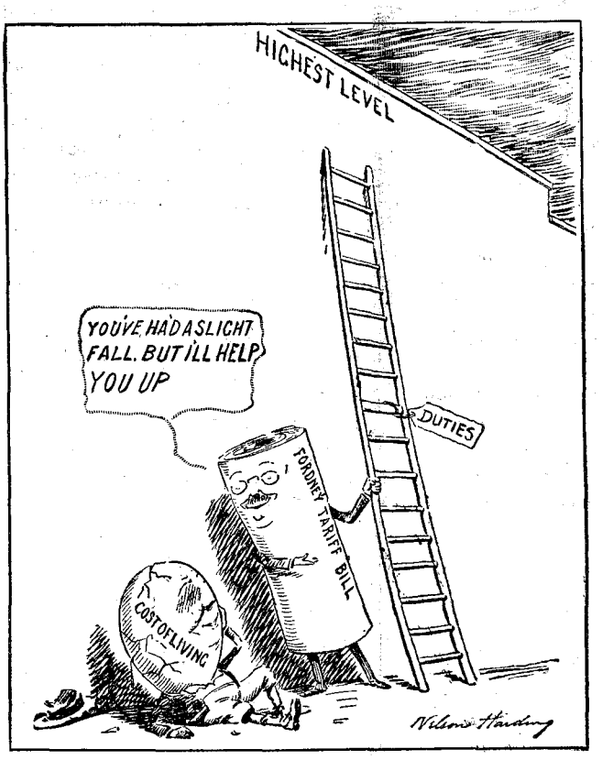
export business. On the eve of the passage of the Fordney Bill in the House, more than forty of the leading business institutions in Chicago sent an appeal to their Congressmen ending with these words: "We believe that in the interests of the general industries of the country and the consuming public this bill should be defeated." The signers, as the New York *Evening Post* notes, included Marshall Field & Co., Sears Roebuck & Co., and the Illinois Trust and Savings Bank. It seems to *Raw Material* (New York) that the Fordney Bill "appears to have no friends at all but enemies by the millions." *Retail Selling* (Oklahoma City) asserts that a tariff like the one being drafted "will greatly increase the cost of living."

The fact that America has become a creditor instead of a debtor nation makes all the difference in the world, in the opinion of such a great banking-house as the Guaranty Trust Company, of New York, which says in the current issue of its *Guaranty Survey* that "the adoption of a tariff law with rates high enough to interfere seriously with our export trade is destined to cause serious injury to our commercial and industrial life." If the tariff bill passes in anything like its present form, says *Export Trade* (New York), "it will have a very detrimental effect on our foreign sales for a long time to come." Or, as we read in *Pacific Ports*, published in Seattle:

"Never before in the history of the United States as a foreign trader could such a high tariff work greater havoc on our international commerce. To-day is a critical day in foreign trade. Competition for the trade of the world was never so warm as now. No longer do the markets of the world have to buy in this country, as during the war years. They can buy where they will —certainly there are plenty of sellers. It is only common sense that if we shut our doors to the raw materials or goods the other fellow has to sell that he certainly is not going to buy from us."

A number of foreign-trade experts quoted in the New York *Evening Post* and the New York *News Record* agree that the



TRYING TO PUT HUMPTY DUMPTY BACK AGAIN?
—Harding in the Brooklyn *Eagle*.

passage of the Fordney Bill would be fatal to our growing trade with South America.

The worst feature of the Fordney Tariff Bill is the American valuation plan, in the opinion of *The International Trade Developer* (Chicago). The element of uncertainty introduced by this plan, it says, "changes importing from a business to a gamble and threatens chaos to our trade not only in those items whose competition temporarily endangers some of our industries, but in every item not on the free list."

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BANG—AS USUAL!
—Kirby in the New York *Evening World*.

Unlike some of the oil journals already quoted, we find *The California Oil World* (Los Angeles), *The Oil Weekly* (Houston), and *The Shale Review* (Denver) opposed to a tax on oil imports on the ground that it would tend to the rapid using up of our own oil resources.

In contrast with the views exprest by some farm papers, we find *American Farming* (Chicago) of the opinion that the proposed schedules are too high and place "an unwarranted burden upon the consumer." Similarly, *The Fruit Trade Journal* (New York) denounces the tax on imported fruit as "robbery pure and simple." A sugar refiner quoted in the New York *Evening Post* differs with sugar authorities previously cited in saying that "the Fordney tariff on sugar will lay a tax of $160,000,000 a year on the American people, half of which will go to the Government and the other half as a subsidy to the sugar growers." The tariff on sugar also meets with stern disapproval from *The American Bottler* (New York) and the *Southern Carbonater and Bottler* (Atlanta).

The Produce News (New York) does not believe that the new tariff will help the produce industry and fears that it might raise prices for the consumer. *The New England Grocer and Tradesman* (Boston) does not see how the new tariff schedules will particularly help the industries in which it is interested, or have any great part in restoring prosperity, and it thinks "it will increase prices." *The Indiana Grocer* (Indianapolis) also looks for an increase in the cost of living when the new rates go into effect. Higher prices are likewise seen by *The Bakers' Weekly* (New York).

It is natural to take up tobacco after considering food, and we find *The United States Tobacco Journal* (New York) very much of the opinion of *The Tobacco Leaf* (New York), that the proposed schedules will tend to raise rather than lower prices, that they "will not help our industry, will not restore prosperity, and will not put the idle to work."

Considerable opposition comes from representatives of various

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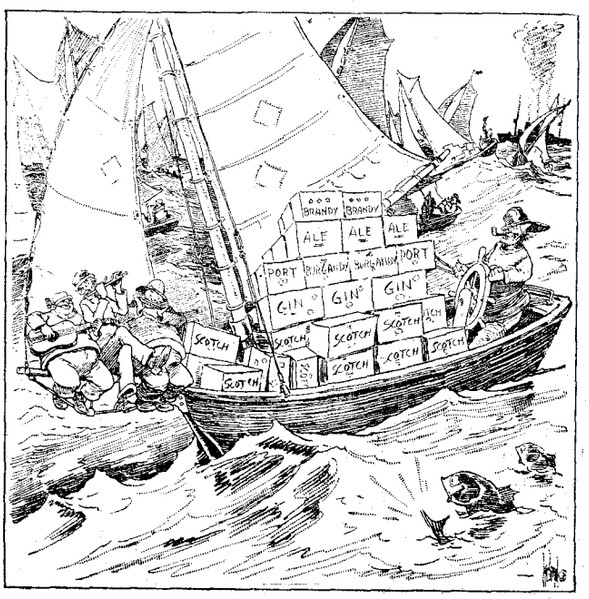
textile industries. "We don't like the Fordney Bill," flatly declares *The Underwear and Hosiery Review* (New York). The dye-embargo plan is savagely assailed as a "grab" by *The Textile Review* (Boston). *Dress Essentials* (New York) is inclined to believe that prices on products in its field would be raised by the



THE FISHING FLEET RETURNS TO GLOUCESTER.

—Ireland in the Columbus *Dispatch*.

proposed tariff. A New York clothing manufacturer quoted in the New York *Evening Post* finds the duty on wool in the Fordney Bill "equal to a tax of one dollar on the amount of wool that goes into a suit of clothes." But, he continues:

"Wool passes through many hands. It goes from the grower to the spinner, to the weaver, to the manufacturer, to the retailer, to the consumer. The $1 tax pyramids all along the line. By the time it reaches the consumer it is about $3."

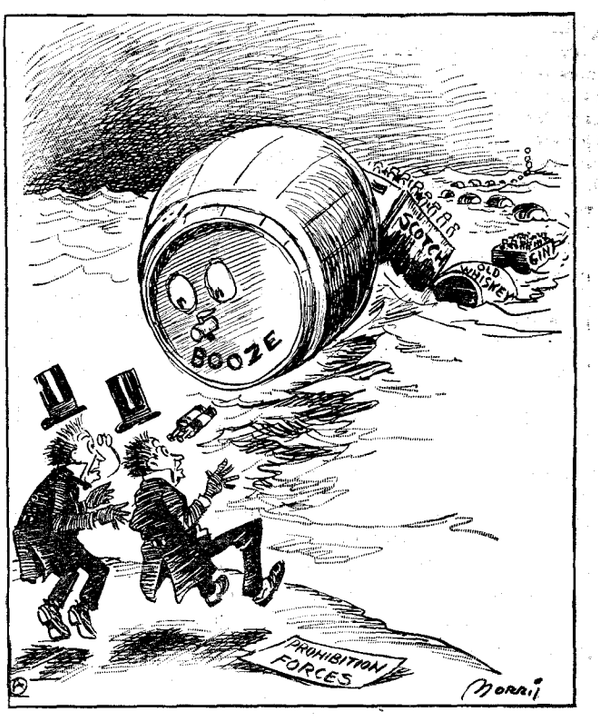
The all-important steel industry is hit in two ways by the Fordney Tariff Bill, says a New York *Evening Post* writer after talking with leading steel men. The duties on metals raise the cost of steel manufacturing and consequently the price to the consumer. Then, this forced increase in prices "puts the American steel industry into a position where it can not compete with its foreign rivals and is soon forced out of the export trade." *The Engineering and Mining Journal* (New York) objects to a tax "for the protection of closely controlled or monopolistic industries," having tin and aluminum particularly in mind. Similarly, *The American Roofer* (Chicago) finds the tariff tax "indefensible as such because it is a tax on the many for the benefit of the few."

Most of these critics have objected to the proposed tariff schedules as being too high. A smaller number are just as critical, but on the ground that the duties are too low to do any good. For instance, *The California Cultivator* (Los Angeles) and *The Cattleman* (Fort Worth) denounce the Fordney schedules as discriminating against the producers of food and raiment in not placing sufficient protection on such things as hides, meats, live stock, wool, and cotton. The Cincinnati *Live Stock Record* declares the free-listing of hides "malicious," and *The Bean-Bag* (Lansing, Mich.) objects because two cents a pound is so "mighty little." *The New England Dairyman* (Boston) finds the proposed tariff on dairy products altogether too low; it does not believe that an adequate tariff will necessarily increase costs to the consumer.

RUM SHIPS THAT PASS IN THE NIGHT

A MYSTERY OF THE SEA probably was cleared up when a bootlegging schooner recently was seized off Atlantic City, for since then there has been no report of "pirate" or "phantom" Soviet ships. But, points out the New York *Times*, "a puzzling international legal question was raised at the same time." For the aforementioned schooner, the *Henry L. Marshall*, was under British registry, and was outside the three-mile limit when overhauled by the coast-guard cutter *Seneca*. Therefore, contends the Brooklyn *Eagle*, she was beyond the jurisdiction of the United States, since "on the high seas police powers over a merchant vessel can only be exercised by the nation whose flag she flies." At Washington, however, the Attorney-General's office maintains that it has evidence of a conspiracy to violate our customs laws and the Volstead Act. Moreover, we are told, there are penalties for unloading cargo without a customs permit, or changing cargo from one ship to another within the twelve-mile limit, or throwing cargo overboard except in case of danger. All of which leads the Albany *Journal* to deplore the "constant trouble" which prohibition causes and to fear that the seizure of the *Marshall* will "precipitate a controversy" with Great Britain. "There is little doubt," agrees the neighboring *Knickerbocker Press*, "that the action of the *Seneca* would lead to the threat of war if international relations were not in their present halcyon condition."

"It is high time the three-mile limit of jurisdiction were changed when a liquor smuggler can lie just outside this limit and wiggle his fingers at Uncle Sam," maintains the Washington *Herald;* "it is useless as a protection against smuggling." The *Marshall* is the fourth ship of the alleged rum-running fleet



THE SEA-SERPENT OF 1921.

—Morris for the George Matthew Adams Service.

to fall into the hands of Federal agents, others being the *Curfew*, seized off the coast of Florida; the *Jennie T.*, seized at New Haven, and the *Pocomoke*, seized at Atlantic City, we are told by New York papers. The charges in each instance are said to be the same—conspiracy to evade the laws against

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smuggling. "But conspiracy is usually a difficult charge to prove," notes the Philadelphia *Inquirer*, which goes on:

"To the layman it would seem as if the seizure of the *Marshall* on the ocean beyond the limits of our jurisdiction requires a better explanation than that of conspiracy. True, the vessel

"I NEVER WAS ON THE DULL, TAME SHORE,
BUT I LOVED THE OCEAN MORE AND MORE!"

—Sykes in the Philadelphia *Evening Ledger*.

may have sold liquor to any customer who had money and his own means of transportation. But by doing so, did her owners engage in smuggling? The moment a customer ran his boat inside the three-mile limit he came directly under United States law. There was nothing to prevent a coast-guard cutter from lying alongside the *Marshall* in a position to observe what was going on. The cutter would have been within her rights in doing that. She could chase a motor-boat which had taken liquor from the British vessel and seize it; she would then be dealing with a smuggler. But on the open ocean the Government is not supposed to concern itself with the doings of a vessel of another government.

"It may be argued that no vessel can lawfully dispose of a cargo at sea in violation of her charter and clearance papers. But if this British schooner is a lawbreaker, is it not to England that she must answer? Can the United States bring her to account?

"Smuggling must be stopt. That goes without saying. Vessels like the *Marshall* must be suppresst. But how are we to proceed against a foreign craft when that craft is not within our jurisdiction?"

"We must take care in enforcing prohibition that we do not overstep the law," agrees the Albany *Knickerbocker Press*, which reminds us that "the United States went to war with Great Britain in 1812 to prove that British ships had no right to enforce British rights on the high seas." The *Marshall*, however, in the opinion of the Providence *Journal*, was "hovering" about our coast. As this paper explains:

"The British Hovering Act was passed nearly two hundred years ago. It assumes for revenue purposes a jurisdiction of four leagues offshore, by prohibiting foreign goods to be transshipped within that distance without payment of the customs duties. Our revenue laws contain a similar provision, and judicial authority in each country has confirmed its general terms as not inconsistent with international law, which restricts to one league the exercise of every nation's sovereignty beyond its coasts. There have been only a few adjudicated cases under these statutes, however, and it does not appear from any of them that the right to make seizures under a nation's revenue laws in time of peace, beyond the three-mile limit, has been definitely or unreservedly admitted."

"If, to enforce prohibition, we violate international law by seizing foreign vessels on the high seas, we at once lose the protection that we demand for our own vessels on the high seas," argues the Springfield *Union*. Moreover, adds the Brooklyn *Eagle*, "it is no crime to sell liquor on the high seas, and no Congress can ever make it so." As *The Eagle* sees it:

"Even if the prosecutors are sustained in their contention they are not likely to put an end to rum-running by ship. The high seas are broad, the source of supply in the West Indies is near, and the profits, under the prices to be obtained here for sound liquors, is large enough to afford constant temptation. Blockade-running in time of war is regarded as an act of high merit by those persons relieved by it, and there are thirsty men who will take a like view of rum-running and stand ready to reward liberally its successful practitioners."

At the present moment, however, what the New York *Tribune* terms "the greatest peace-time fleets that have been put into activity by the Government since the days of piracy" are now engaged in running down the rum-runner. "The lower (New York) harbor is dotted with airplanes," notes this paper, "and they are going to patrol the coast north and south of New York." The traffic which they are going to suppress is carried on not only in coastwise ships, says *The Tribune*, but a fleet of fast motor-boats carry wet cargoes ashore at strategic points, and are there met by motor-trucks which distribute the smuggled liquor, valued at millions of dollars, along the coast. Obviously, it is not a poor man's game.

Many editors speculate as to the outcome of the war on rum-running. Typical of these is the Rochester *Times-Union*. Concludes this paper:

"Ways were found of dealing with slave-ships upon the high seas. When other countries have this sort of thing called to

WHEN UNCLE GETS HIS SEVEN-LEAGUE BOOTS.

—Pease in the Newark *Evening News*.

their attention they are not going to insist upon being in league with bootleggers.

"This country cuts quite a figure in the world's affairs. Its protest against such an abuse of international rights will not long go unheeded. Some negotiation and explanation may be required, but in the end no country is likely to insist upon backing up men who are working hand in glove with our lawbreakers."

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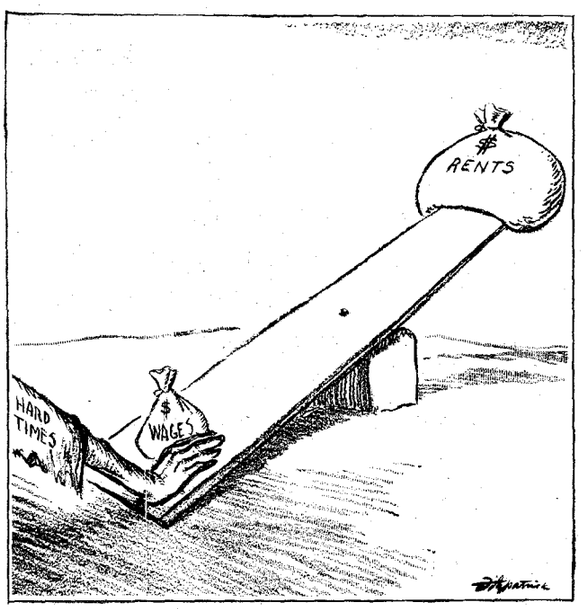
HOOVER'S PLAN TO PROVIDE MORE HOMES

THE BILLIONS OF DOLLARS now on deposit in savings institutions throughout the country, and a percentage of the Postal-Savings System's millions would be diverted to home-building, rather than to commercial purposes, under a plan proposed by Secretary of Commerce Hoover. "This is a sound idea that would accomplish a great good," believes the Chicago *Journal of Commerce*. In fact, notes the Indianapolis *News*, "it is perhaps the most promising current contribution to the movement to stimulate building operations." That something must be done is generally agreed. One of the anomalies of our present economic system—"or lack of system"—as the Baltimore *Evening Sun* puts it, "is the fact that while the country is suffering from a shortage of houses, members of the building trades are idle one-third of the time because of lack of work."

In urging the diversion of savings-bank funds to home-building uses, Mr. Hoover states that in his opinion insurance companies and the other classes of banks do not loan for home-building purposes more than 15 per cent. of their deposits or savings assets. Therefore, he declares:

"The chief reliance in credit for home-building must be upon our savings institutions. If we examine these institutions, we will find that the total sum of money available of this type, either in mutual savings-banks, building-and-loan associations, or in savings departments of national or State banks and trust companies, or in the assets of our insurance companies, will all aggregate somewhere about $22,000,000,000."



TOUCH THE OTHER END.

—Fitzpatrick in the St. Louis *Post-Dispatch*.

"But there is no panacea for the housing shortage," warns Mr. Hoover; "we have got to get to the bottom of this whole matter, develop efficiency, and eliminate waste." Other obstacles to be overcome before we, as a nation, can be as comfortably housed as we were in 1914, he points out, are the high prices of building materials, of transportation, and of labor; the reduced income in many occupations; the conspiracies in restraint of trade; the restrictions on effort by organized labor; Federal taxation, and waste. For, as the Boston *News Bureau* points out, "no industry has a worse record as a waster of time and materials than the building industry." Through idleness for which they are not to blame, asserts the New York *Globe*, "the building-trades workers lose half a billion dollars in wages each year."

Nor is that all, we are told by the Atlanta *Journal*. "Since war times cut short the building of homes," maintains this paper, "the dearth of homes has become a menace to the country's contentment and prosperity." Continues *The Journal*:

"Authorities reckon that to-day there are 117 families to each 100 American homes and that at least 1,200,000 additional houses are required to supply the deficiency. The consequences are manifold and deep-reaching. Peril to health, distress of mind, burdensome rentals, depleted earnings, individual dissatisfaction, social unrest—all rise in a sullen stream and will continue to swell until relief from the sorely inadequate housing of to-day is forthcoming."

The "vicious circle" which discourages building is seen by the Baltimore *Evening Sun* in "the abnormally high cost of building materials, excessive labor costs, and high interest rates." At any rate, census figures show that less than one-half of the families of the United States own their own homes. In view of this fact, believes the Canton *News*, "it is important that everything possible be done to encourage home-building." "Certainly there is lack of capital for building at the present time," maintains the Houston *Post;* "therefore access to a new reservoir of funds would be an important development in relieving the housing crisis." Continues this paper:

"The home should have first call on the family's savings. A savings-account in a bank is a fine thing, but it is a better thing after the family's home has been paid for. Every family's first savings-account should be represented by a home, something which has a moral and social value infinitely greater than a sum of money lying in a bank drawing a small interest return.

"Saving and buying a home is a somewhat more difficult task than merely saving without a particular end in view. It requires courage, concentration of purpose, constant industry, and sometimes inconvenience to buy a home and pay it out, but the process of self-denial builds character and makes a better citizen of the home-owner in the end.

"As between the two classes of savers, those who save money and those who save homes, the latter are to be preferred."

At the same time, points out this paper in a later editorial:

"Savings investments in securities can not be quickly converted at all times, except by throwing them upon the market, and that process might be dangerous. It would be highly undesirable at this time to have a general liquidation of securities held as collateral, for not only the holding banks, but the securities themselves, might suffer grievously.

"But after making all due allowance, there are several billions of savings-credits that might easily go into home-building now without affecting the banks or the securities held by the banks."

There yet remains the danger of a drop in real estate, notes the Baltimore *Evening Sun*, "in which case banks would not want to lend as much money on construction as they formerly did." The Cleveland *Plain Dealer*, however, maintains that the Hoover plan is "a questionable remedy." In this paper's opinion:

"Were the banks to follow Mr. Hoover's suggestion and employ a greater proportion of their funds in housing enterprise the question may reasonably be raised whether the end to be attained justified the means. Our entire banking and credit structure is built upon the assumption that depositors can receive their funds largely upon demand and in certain cases upon limited notice. Investments in houses and apartments are among the least liquid assets that a bank can carry. Its ability to realize cash upon them is conditioned upon a score of circumstances over which it has no control whatever. At a time like the present, when the banks find themselves carrying frozen credits in enterprises that have been regarded in the past as highly liquid, it will be hard to convince them that a greater proportion of their funds should be loaned for housing.

"Like so many of the maladjustments that appear in industry at the present time, the housing shortage will work itself out in accordance with established economic laws. To solve the problem by changing the character of bank investments, as Mr. Hoover suggests, carries with it danger to our credit structure out of all proportion to the good it might accomplish."

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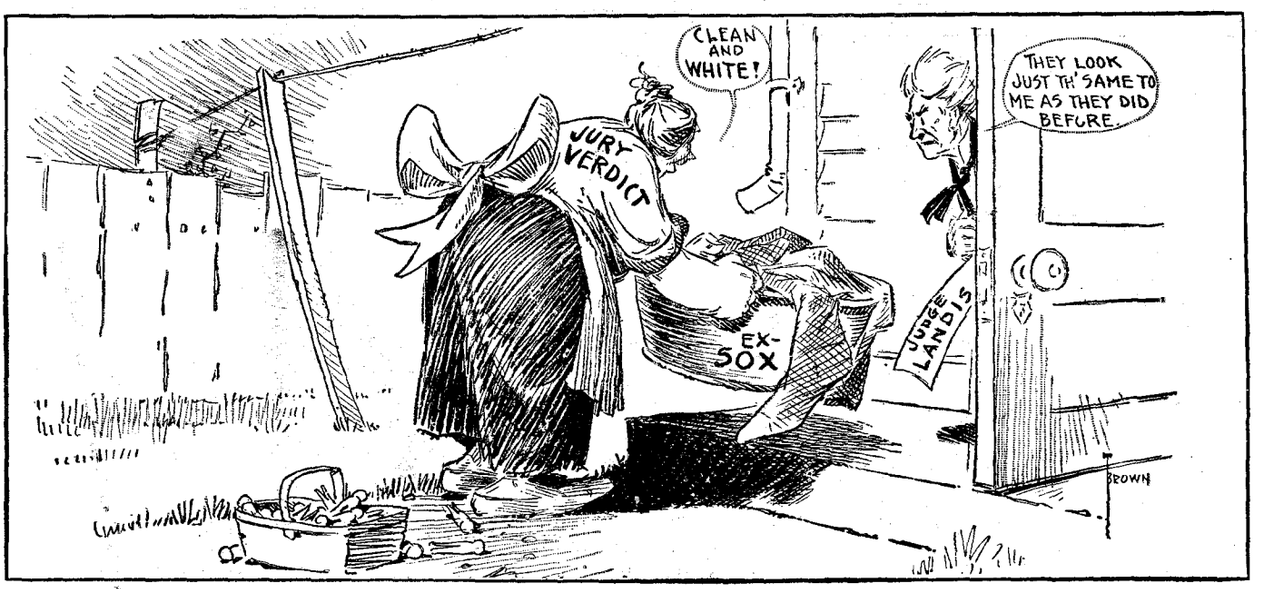

A DIFFERENCE OF OPINION. —Brown in the Chicago *Daily News.*

MAKING THE "BLACK SOX" WHITE AGAIN

THE "BLACK SOX" have been "laundered officially," announced an Associated Press correspondent, and the baseball-loving public as represented by editors and writers on the sporting pages received with surprize, disappointment, and chagrin the news that a Chicago jury had found the accused members of the "White Sox" ball team not guilty of "throwing" the "World's Series." To one writer such a verdict seems a "travesty," while another declares it "as stunning and disturbing as the original disclosure." The seven former members of the Chicago American League baseball team, who had helped win the championship of their own league, were dubbed the "Black Sox," it will be recalled, while they were under suspicion of having conspired with a group of gamblers to play in such a way as to lose the "world's championship" of 1919 to Cincinnati, the champion team of the National circuit. They are now cleared of the charge so far as the law is concerned. Thus, the "greatest scandal in the history of American baseball" completes its day in court, and goes out to take its chances before that "despot of American baseballdom," Judge Landis, and a jury composed of the followers of the game.

The verdict in this larger court, as delivered by Judge Landis and backed up by the sporting writers of the country, is anything but an acquittal. Even while the 1919 World's Series was in progress, recalls a writer in the Chicago *Tribune*, giving a brief résumé of the history of the case:

"There were persistent reports in sporting circles that the White Sox were 'throwing' games to Cincinnati. After Cincinnati won, these reports were whispered all through that winter and continued during the 1920 baseball season. It was not until September, however, that the scandal was given publicity. President Comiskey, of the White Sox, and other baseball officials had hired detectives to investigate the alleged 'fixing,' but with no definite results. Then in September, 1920, a rumor was spread that a game between the Cubs and Philadelphia had been fixt for Philadelphia to win. This led to a thorough inquiry into the gambling end of baseball, and eventually uncovered the 1919 World's-Series scandal.

"When the news first was published William Maharg, of Philadelphia, a former pugilist, volunteered a confession. He said he and William [Bill] Burns, the former White Sox pitcher, had acted as go-between for the indicted players and the gamblers who sought to fix the series. His story named the Sox players who were later indicted.

"Maharg's story was followed by confessions by Eddie Cicotte, Claude Williams, and Joe Jackson. They later repudiated the confessions, however, and demanded trials."

MUFFED. —Sykes in the Philadelphia *Evening Ledger.*

The state's case, resting largely on the evidence of "informers," was rendered harder when, as the Baltimore *News* observes, "the judge charged the jury that for conviction the law required proof of intent of the players not merely to throw baseball games, but to defraud the public and others." Following the acquittal, the presiding judge, after vainly endeavoring to stop the cheering of some five hundred spectators, permitted it to go on and publicly congratulated the jury. The jurors themselves carried the vindicated players out on their shoulders, and all joined in a protracted "celebration." "Rather surprizing," the Syracuse *Herald* calls this feature of the trial; and the Baltimore *News* calls it a situation that "baffles interpretation." The Buffalo *Times* is almost alone in accepting the legal verdict at its face value. In a brief editorial, headed "Clean Sox," we read:

"The acquittal of the White

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MORE EFFECTIVE THAN CLUBS, AND LESS DANGEROUS THAN BULLETS.

Philadelphia police volunteers, in the rôle of an angry mob, being driven back, weeping, choking, and sputtering, by a wave of tear gas.

Sox ought to be an everlasting lesson to this country not to form opinions until it has heard the testimony.

"The men who were vindicated in Chicago yesterday are to be congratulated in a larger sense than what would be coming to them if they had escaped on technicalities.

"They were found not guilty on a show-down of all the facts before a jury, and the presiding judge added his approval to the verdict which means so much to the unjustly accused men."

This defense of the accused players is swamped by the protests of editors and sports writers who agree with Cullen Cain, of the Philadelphia *Public Ledger*, that—

"It was a petty and hollow triumph, that verdict of twelve men under the law, and those paltry cheers and that maudlin song.

"No mere jury can acquit the Black Sox. They 'threw' ball games, according to their own testimony before a grand jury, and lo, the ball will come back to them again and again, and that jury verdict will avail nothing at all against its return."

Judge Landis, dictator of Big-League baseball, immediately announced that the acquitted players would never be permitted to play in the big leagues again, and similar statements have been made by the heads of "minor" leagues. Charles Comiskey, owner of the acquitted men's ball club, said that he could never trust these men again, and these "second and third verdicts in the case of the Chicago Black Sox," says the New York *Evening World*, "are better than the first." For—

"The supreme court of baseball is not governed by the same restrictions as a court of law. It is concerned primarily in protecting the game and not the technical rights of the players.

"There are no two sides to the case. If the crooks who were acquitted try to show their faces in decent sporting circles they should be boycotted and blackballed."

Judge Landis's dictum is reassuring, agrees the sporting editor of the Boston *Globe*, who rejoices that "the welfare of the game is not in the hands of juries," and the Brooklyn *Citizen* asserts that, "broadly speaking, there is not the least doubt that the charge of treachery to the public in the matter of the gambling combination has been fully established." The acquittal shows "a dangerous lesion in the American moral sense," believes the Washington *Evening Star*. In general agreement with this adverse attitude are ranged such papers as the Providence *Journal*, the Pittsburgh *Gazette Times*, the Albany *Knickerbocker Press*, the Chicago *Tribune*, the Boston *Post*, the Cincinnati *Times*, the Cleveland *Plain Dealer*, the Newark *News*, the Montgomery (Ala.) *Journal*, the Indianapolis *News*, and numerous others.

An astonishing feature of the situation, the Pittsburgh *Dispatch* calls to mind, is the fact that the sensational claims of crooked sport have not hurt baseball. "After columns of words, intended to show what a hard, hard blow baseball had received in the disclosures that several stars had betrayed their teammates, their employers, and the confiding public," the editor goes on, "it was shown by the business accounts of the White Sox that the 1920 receipts exceeded the returns of 1919 by approximately $500,000."

KNOCK-OUT GAS FOR MOBS

"BLOODSHED WAS NECESSARY" to disperse the mob which stormed the court-house at Lexington a couple of years ago, agreed a dozen editors at that time, and the Pittsburgh *Sun* noted after the riots in Chicago, Washington, Knoxville, and Boston that, "if mobs were met with bullets instead of applause, they would be less fashionable." But bullets as mob-quellers now belong to the Dark Ages, if we are to believe the enthusiasts who have been experimenting with "mob gas" in Philadelphia and New York. Gutta-percha hand-grenades containing chemical gas which chokes the victim and causes a copious flow of tears is "the most effective scheme thus far devised for the suppression of riots," say the hundreds of policemen who volunteered to carry out the tests. For, with the little hand-grenades "a handful of men can disperse thousands of rioters," declares a Philadelphia dispatch to the New York *Tribune*.

In the Philadelphia tests five policemen, equipped with five tear-gas grenades each, were able to check the onrush of a "mob" of 200 brother officers. In another test, a few grenades thrown into a vacant house routed the "criminals" and so incapacitated them that capture was easy, and in still another test an "automobile bandit" was checked by a tear-gas grenade thrown into the car. As the Sacramento *Bee* explains:

"The gas in the bombs is not of a dangerous character. Its effect is simply to cause choking and gasping for breath on the part of the victim for a comparatively short period; but during this period his resistance is reduced to the zero point."

"One of these bombs or grenades is equal to a hundred police clubs in a riot," declared the officer in charge, after the Philadelphia test; "equipped with a gas mask, one policeman can be more effective than a dozen mounted men or men with fire hose." As a reporter for the Philadelphia *Public Ledger* tells us:

"Introduction of the 'tear gas' into police use is the work

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of Major De Lanoy. He has invented a bomb for that special purpose. It is similar in some respects to the deadly grenade. It resembles the bulb end of a syringe and has a piston-shaped contraption running down into the neck. A pin is drawn, the head is hit a sharp blow and the bomb cast away. There is an explosion of a small quantity of black powder in the head of the bomb and the gas is sprayed in all directions and rises and spreads in a dense cloud."

This same paper, however, refuses to take the tear-gas grenade seriously. "These are warm days," *The Ledger* points out; "the folk at City Hall, like the rest of us, need diversion." Likewise, the New York *Evening World* is inclined to minimize the power of the new crime deterrent. The Philadelphia *Inquirer*, however, declares that—

"This method of dealing with offenders against the peace has many obvious advantages. It is humane, for one thing. Riding down or shooting into a mob may cause needless injuries or deaths, sometimes of innocent bystanders. Furthermore, the disabling tears take all the fight out of those who shed them; they can think only of getting out of range of the horrid fumes. Since mobs are not often intentionally criminal, to be able to suppress them without violence is a great point gained."

TOPICS IN BRIEF

GOLF is an ideal diversion, but a ruinous disease.—*Forbes.*

MAYBE business is looking up to see if taxes are coming down.—*Higginsville (Mo.) Jeffersonian.*

ONE way to make government expenses light is to place them in the spot-light.—*Boston Post.*

FAMINE controls Russia. Here at last is an authority America can recognize.—*Fort Wayne News.*

FOR a land of liberty, we consume a surprizing amount of tar and feathers.—*North Adams (Mass.) Herald.*

THE only part of the Far-East controversy that brings us any cheer at present is the "far" part.—*Detroit Free Press.*

THRIFT is the art of buying a complexion to match a hat instead of buying a hat to match a complexion.—*Sioux City Journal.*

CENSUS statistics for Chicago show a foreign-born population of 805,482. Why go abroad for a League of Nations?—*Chicago Tribune.*

THE railroads might as well learn now as later that the country can't support rates in the style in which they were raised.—*Baltimore Sun.*

WE might save time and point a moral by locating our cemeteries at points where automobile highways make sharp turns.—*Baltimore Sun.*

IN view of the present situation we should say that if the United States grants the Philippines independence with strings, they might well be purse-strings.—*Manila Bulletin.*

LLOYD GEORGE, speaking of relations with France, declares "Plain speaking generally leads to good understanding." He and Lord Northcliffe should understand each other perfectly.—*Springfield Republican.*

FREE verse: the triumph of mind over meter.—*Life.*

WAGE slave: Any lucky chap who has a job.—*Kokomo (Ind.) Tribune.*

SOVIET Russia's problem is to get its meals without getting its deserts.—*Norfolk Virginian-Pilot.*

DOUBTLESS Turkey will charge her defeats to Prophet and loss.—*Norfolk Virginian-Pilot.*

NOW that business is on the mourners' bench, there is every reason to expect a revival.—*Baltimore Sun.*

WE are inclined to believe that in the matter of disarmament the United States will wait for Weeks.—*Manila Bulletin.*

EUROPE is slowly recovering from the belief that our foreign policy is an endowment policy.—*Little Falls (Minn.) Transcript.*

THE trouble with Europe is that it has learned to define patriotism as a perennial desire to kill a neighbor.—*De Kalb (Ill.) Chronicle.*

MEN have learned to make almost everything out of cotton except a regular profit for the growers.—*Lansing (Mich.) Capitol News.*

THE one obstacle to a white-collar union such as is being organized in Chicago probably will be found to be the laundry.—*Kansas City Times*

THE idleness of 5,000,000 persons is explained by the circumstance that employers can't afford to pay the price and the idlers can evidently afford to remain idle.—*Houston Post.*

LOOKING back at it now, we acknowledge that Germany's violation of Belgium couldn't have been any worse if Belgium had contained undeveloped oil-fields.—*Anderson (Ind.) Herald.*

KNOW HIM? I'LL SAY I KNOW HIM! THAT'S THE FELLOW WHO STARTED OUT AS MY NIGHT WATCHMAN AND WOUND UP BY SLUGGING ME AND THEN RUNNING OFF WITH MY SAFE!
WORLD ARMAMENT
THE WORLD
U.S.
ROGUES GALLERY
BILLIONS
N. DARLING-'21

From "Collier's." Reproduced by permission.

THE "BILLIONAIRE KID," ALIAS "BLOODY MIKE."

Now that they've got him, it's difficult to conceive of a jury that would let him go again. —Darling in *Collier's.*

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FOREIGN - COMMENT

GRIM WAR AND THE ROSY-FINGERED DAWN.
Advance-guard of Greek officers laying out the day's work.

WHAT GREEK VICTORY MEANS

DESPITE THE BITTEREST OPPOSITION of France and of Italy and in the face of Britain's openly declared neutrality, while America stood as "a disinterested and indifferent onlooker," Greece has obtained the "greatest successes that ever crowned the Greek arms" and attained to dominance in the Near East. Thus triumphantly Greek editors exclaim as they point to the taking of Eski-Shehr in a brilliant offensive of less than ten days by a Greek army fighting Turkey single-handed "under the most critical circumstances ever encountered by a country which for ten successive years has had a more or less continuous war on its hands." *Atlantis*, a New York Greek newspaper, tells us that Eski-Shehr was the greatest fortress of Nationalist Turkey, the citadel of Turkish hopes, and the "greatest argument of all the enemies of Hellenism," and it adds:

"The Turkish resistance so laboriously built up by Mustafa Kemal, under the double assistance extended to him by the Bolsheviki and the French, who do not mind cooperating when it comes to fighting against the Greeks, has crumbled along the entire front on a line more than 250 miles long stretching from Yeni-Shehr, in the north, clear through to Tchivril, in the south. The official reports from both the Greek and Turkish sources confirm the enormous losses suffered by the defenders of the Turkish positions who have been outmaneuvered and outfought by the Greek command in every phase of this offensive.

"A conservative estimate of the Turkish losses is given by the fact that in Kutaya alone nearly 30,000 prisoners fell into Greek hands, with 200 cannon and enormous quantities of supplies and ammunition of all kinds, while the booty taken in Eski-Shehr is still to be counted. From the Black Sea to the Lycaonian and Pisidian frontiers, and from the Ægean seacoast for a distance of 150 miles, a territory larger than Italy and almost as large as the States of New York and New Jersey is held to-day by the Greek troops with nothing to stay their advance to Angora except the demoralized remnants of the scattered Kemalist forces."

Another New York Greek newspaper, *The National Herald*, advises us that if the Greek Army had been defeated, "not only Asia Minor would have been endangered, but also Thrace would be threatened by the Turks and Bulgarians, and this danger would have been immediate and certain. If Thrace had fallen, eastern Macedonia would naturally have succumbed in turn, because once the bulk of the Greek armies in Asia Minor had been crusht, Greece would have been powerless to resist even smaller enemies." What is more, this Venizelist organ notes that if the Greek Army had not won, not only would the Liberals of Greece have had to bemoan national disaster, but that on the ruins of their party, whose chiefest fame is the "glorious and brilliant Treaty of Sèvres." When Greece rejected the Allied offer of mediation and launched her offensive against Turkey, says the Athens daily *Kathimerini*, a pro-government journal, she did so because she firmly believed her national existence depended on this struggle. Its object is first and foremost to complete the "liberative task of Greece, by which the Greeks will be permitted to live peacefully in future and mind their own business instead of exhausting themselves in constant sacrifices for the freedom of their enslaved brothers." This newspaper adds that "our friends will recognize us and respect our rights and interests in the case of victory, while they will despise and reject us in the case of defeat. In this war are involved the economic independence of Greece, the individual welfare of every Greek citizen, and the whole life of Greece as a nation and a political organism." The Athens *Athenaiki*, which represents the Reformist party, now cooperating with the Popular party in power, observes:

"Europe has always considered Turkey barbarous and uncivilized in order, apparently, to justify its constant intervention in Turkish affairs—an intervention, by the way, which has never been unselfish and disinterested. But Europe has never felt the obligation of the destruction and the annihilation of the Turkish state, which has been the dark spot of twentieth-century civilization. It is really distressing that even in this hour of its last agony the Ottoman Empire should find many supporters, many devoted champions, and many admirers of Turkish barbarism."

Among the opposition or Venizelist organs we find the same spirit of national unity, and *Patris* says that the aims of the new war are merely the aims of the Liberal party, and "altho the Sèvres Treaty was an important mile-stone in the evolution of Greek national liberation, it did not confirm that liberation in complete form." All the Sèvres Treaty proposed to do was to "restrict the boundaries of the Ottoman state, to secure the protection of national minorities, and by its Thirty-sixth Article to eliminate the Turks from Constantinople, and to give hope of

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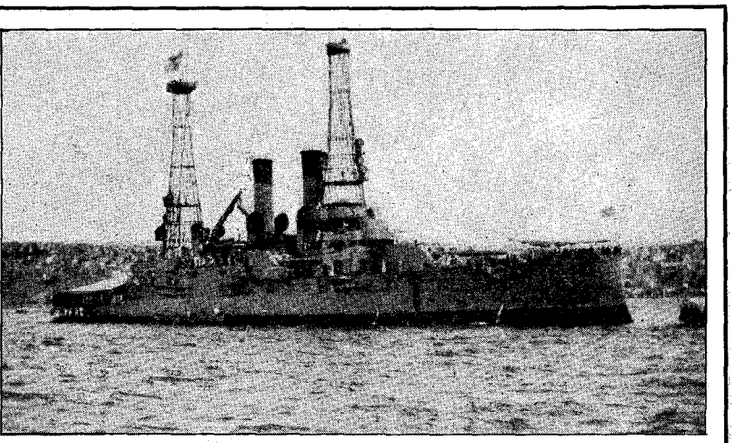
the establishment of such a régime in that city as would correspond with the aspirations of Hellenism." Thus in the new campaign the Government not only has the full support of the Liberals, but also their sincere cooperation, *Patris* proceeds, for they are "ready to applaud its success and yet reserve their right of criticism should the Government deserve criticism." The idea that Greece fought against unorganized and panic-stricken Kemalist bands is flatly dismissed by the Venizelist *Elef-theros Typos*, which fully appreciates an enemy about whom even the French General Gouraud spoke with much respect, and it informs us that:

"Drawn up against Greece were legions in which there was an officer for every four privates. These troops rested on very strong positions and had the advantage of internal communication and of plenty of ammunition. . . . The defeat of these Turkish forces by Greece alone without any foreign cooperation, without any foreign technical assistance, will always remain as the greatest triumph of the Greek armies and will strengthen our international position. Moreover, this Greek victory will wreck all the chances of Turco-Bolshevik cooperation in the Near East and will tend to the pacification of that entire region."



A BATTLE-SHIP BY ANY OTHER NAME—

The Greek flag-ship *Lemnos*, formerly the U. S. S. *Idaho*.

Turning now to the Turkish press, we find the Kemalist semiofficial organ, *Yeni Gioun*, of Angora, saying of the opening phases of the campaign that:

"The only advantage of the National Turkish organization is the fact that, in case of retreat, the Kemalists will be approaching their base, while the Greek lines of communication would be lengthened. The Greeks enjoy an undisputed advantage over us, which consists in their abundance of ammunition and in their excellent military organization. This truth we must acknowledge, however bitter it be to do so. . . . What Turkey must not forget is, that whoever has the money will win the war; but in any case it will be impossible for us to throw the Greeks into the sea."

These forecasts by a military expert seem to have been confirmed by events. On the other hand the Nationalist *Vakit*, of Constantinople, claims that Smyrna is Turkish, and as long as a single Greek soldier remains there it will mean the "annihilation of the Turkish race." At the same time we are told that Thrace is a Turkish country, "a fact that can be proved by plebiscite"; and finally, Constantinople must be made "secure against future attacks." How these places will remain under Turkish direction, in view of the overwhelmingly Turkish defeat, is explained by the Constantinople *Sabah*, which says that according to both King Constantine and Mr. Venizelos the aims of Greece are the liberation of her enslaved kin, and the utter annihilation of the Turks, whether they be Nationalists, Old Turks, or Young Turks. This daily adds:

"For this reason we consider the new war most important because we have no friends at all—not even the Bolsheviki. We do not know what armed assistance the Soviets have given to the Turkish Nationalists in Anatolia. We know, however, that they have tortured Azerbaijan, and we are afraid that they are coveting Constantinople just as the Russia of the Czars coveted it. At any rate, we affirm that the Turkish struggle will not be solved by the sword, but by the decision of the Great Powers in accordance with their interests and policy."

Meanwhile, the Powers, that is, the Allies, are blamed by the Turkish *Tevhiti Evkiar* because after the armistice they "entrusted Greece with the pacification of the Near East," and it continues:

"The consequences of that original mistake are suffered today not only by the Turks and the Moslems, but also by the whole world. The occupation of Smyrna by Greece has brought about the miraculous resurrection of Turkey, and it is up to the Powers to recognize that the continuance of Greece in Anatolia is the greatest menace to world peace. The Greeks must be forced by the Allies to abandon that territory whether they will or no."

Another Constantinople daily, the *Peyan-Sabah*, which supports the Sultan's Government, observes:

"Must we accept the river Sangarius as the western boundary of our country and the Caucasus as its eastern boundary? This is the pass to which we have been brought, and we must admit that this idea was first inspired in our enemies by our own Turanist party, which always insisted upon the transfer of Turkey to the east, and demanded that even our capital be moved to Anatolia. It is by this Turanist policy that our hold on European territory was shaken. But Turkey, reduced to a small Asiatic state on a par with Georgia and Azerbaijan, will eventually disappear militarily and economically, as those little states will disappear under the colossus of the Russian Empire which will undoubtedly reappear in the future. . . . Constantinople, therefore, must be preserved for Turkey, because the past has shown that Turkish occupation of Constantinople has frustrated the Russian advance in 1829 and 1878. . . . And the European Powers should recognize the mistakes they have committed during the last Great War, and prevent the passing of Constantinople to the Greeks who are coveting it, and who, weak and uncivilized as they are, nevertheless, are dangerous."

CAMEL TRANSPORT CAPTURED FROM THE TURKS BY THE GREEKS.

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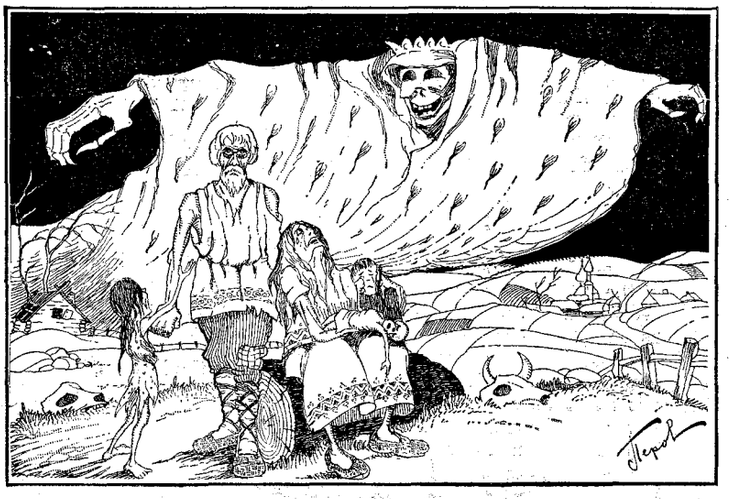
BOLSHEVISM'S HARVEST OF FAMINE

IT IS CHILDISH to blame the Russian famine on the drought, for Russia has always had periodic droughts, but under efficient government the supplies of other sections helped out the stricken territory. This is the cry of many French newspapers which aver that Bolshevism has rendered first aid to famine by teaching the farmers the folly of producing crops to be robbed of them, and also by letting transport systems rot. If famine is to be banished so it can not return next year, then Lenine and Trotzky must be deposed from their autocratic seat; and meanwhile Mr. Hoover "would do well to see that relief supplies do not go to the feeding of Trotzky's new armies." The Paris *Gaulois* says that Lenine and Trotzky now behold the fruits of their labors and they are wondering "whether the fidelity of their Asiatic body-guard will assure them the last piece of bread in Russia." This Paris daily adds that the two Bolshevik leaders have "accepted the conditions of Hoover, and they will accept any conditions which permit them to maintain the abuse of power by which they have cast Russia into the abyss." Russia is not suffering from drought but from Bolshevism, declares the Paris *Journal des Débats*, and "whatever sympathy is inspired by the plight of the hundreds of thousands about to die, we do not hesitate to say that a nation of more than 100,000,000 which submits to the tyranny of several hundred assassins and profiteers; that a people whose soldiers abandoned their allies — that such a people has in some degree deserved its fate, and that we have the right, before imposing on ourselves sacrifices to save them, to lay down certain conditions."



THE NEW CZAR OF RUSSIA.

—*Kolokol* (New York).

The conditions, of course, are that the Soviet Government be ousted, and the Paris *Figaro* suggests that relief supplies to be sent by the committees of aid "should serve to reanimate the great Russian body and not to give new virulence to the germs of death, which are Lenine and Trotzky." The *Echo de Paris* praises Herbert Hoover's plan to save Russian babies and women, but calls attention to Trotzky's recent orders for raising fresh regiments for the "approaching war," and warns Mr. Hoover to be on his guard against "strengthening the 'Red' Army." Remember the fine promises of the Bolsheviki, observes the Paris *Liberté*, and—

"Look at the result: Transport is disorganized; the czarist bureaucracy is replaced by a new one, more numerous and more venal; farmers, robbed and persecuted, cease to cultivate except for their own needs, and millions starve. Lenine and his accomplices, shut up in the Kremlin and guarded with more care than any czar, have been obliged, in order to hold on a little longer, to appeal to the capitalist governments. Now Europe and America are called to feed a country which used to be a big exporter of grain.

"Hoover is the man to meet the difficulties. He is not the man to let himself be duped by the men of the Soviets. He has made his conditions, as the Supreme Council will make its conditions. What is most important is that the authors of this frightful cataclysm be thrown out. Their failure is such that they must at once give way to others. It is announced that they are consenting to take men of other parties into their councils. That is not enough. They must get out entirely."

In Germany, the Berlin *Deutsche Allgemeine Zeitung* believes that the Soviet Government will be weakened if Russia receives relief from the outside world, because this will be a plain demonstration to the Russians that their Communist leaders have let them starve and their rescue had to be effected through the intervention of a capitalistic world. At the same time this newspaper points out that Soviet adherents and officials can not remain neutral while foreigners are carrying on relief work because this work will imperil the Soviet position. Therefore, we are told to look forward to sabotage on the part of the Bolsheviki.

PARIS MEDITATES ON JERSEY CITY

TO THE GLORY OF VERDUN add the calamity of Jersey City, is the lament of some Paris journals which ease their sorrow over the defeat of Carpentier by Dempsey by reminding their readers that France remains pre-eminent in military science and other fields of intellectual activity; and then, after all, they say, "the whole affair has been absurdly overadvertised." The savants of France unfortunately can not "compete in press notice with Tek [sic] Rickard, the clever Yankee who managed the great match," notes a writer in *La Revue Hebdomadaire* (Paris), who cries: "In mercy, newspapers of France, let ye be less concerned with current events and have more conscience, since you are so powerful, in your care of the defense of the future of your country and the education of your youth!" The Jersey City combat was "less a boxing triumph than a publicity triumph," and there has been nothing funnier, he believes, than the long list of interviews, prophecies, and rumors which preceded the fight, and which would have made the two pugilists ridiculous if they were not so essentially respectable as simple athletes. The whole story of the fight is told in the record that Carpentier is a middle-weight who tried to best a heavy-weight, and "there is nothing calamitous or catastrophic in this fact." The writer then singles out for respect among all the sport writers of the French metropolis one Marcel Delarbre, who "greatly honored himself by holding aloof from the press barrage loosed in honor of a fight that was worthy of only a few paragraphs." This gentleman, who contributes to several Paris newspapers, on the day of the "great event" pointed a moral by an account of a notable charity in the French Alps. This charity proceeds from a bequest of the late Mr. Brunier who left his fortune to encourage the growth of French families in the French Alps. On the day of the fight Le Touring-Club gave savings-bank accounts to seven mothers of families who are wives of Alpine guides and whose children together number sixty-five, born and living in the French Alps. The grave, dignified, and nonogenarian *Revue des Deux Mondes* observes:

"We must learn and consider well the lesson of this defeat at sport. This lesson is perhaps that we should encourage our young men to train their bodies and cultivate their skill and strength. France desires this, not only because she wishes her children to live long and healthily, not only because in this world

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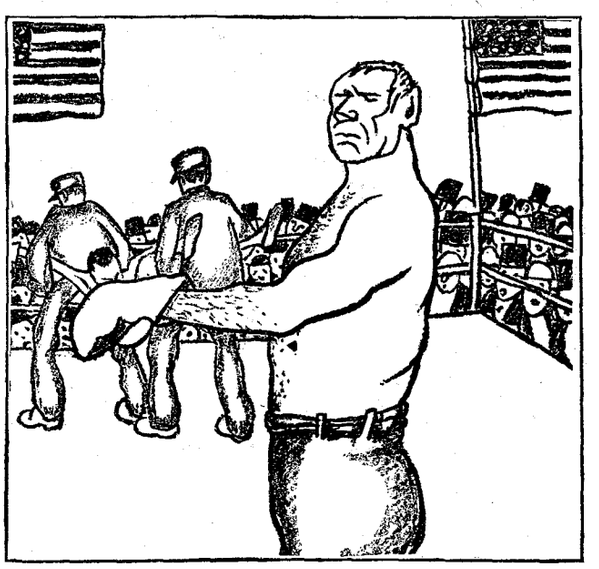
of steel, war is not dead, and therefore muscles of steel are in demand, but also because—as the Greeks have shown—the rare and delicate flowers of poetry and of science thrive more readily in brains that crown healthy, robust, and beautiful bodies."

"Take it with a smile," suggests *La Victoire*, and—

"Let us console ourselves by remembering that for several centuries past we hold the World Championship Title in letters, science, and art, and that since the Marne and Verdun we hold the World Championship Title in military science. Yet if these consolations are insufficient, let us remember that Dempsey is the compatriot of 2,000,000 mighty lads who came from the other side of the Atlantic to deal a mighty blow and thrust the *Boche* beyond our boundaries. Let us remember that we didn't complain then that the Americans were heavy-weights."

A SOUTH-AFRICAN VIEW OF RACE INEQUALITY

THE OBSTACLE TO FRIENDSHIP between Australia and Japan is not so much the White-Australia policy of the Australians as misunderstanding of that policy by the Japanese, according to Premier Hughes, of Australia, and the Natal *Mercury* believes that there is probably a large element of truth in the Premier's statement. The Japanese have the sensitiveness of "newcomers in the comity of civilized nations," according to this South-African journal, and assume that the desire of the Australians to keep their land as a preserve for the white race is "an assertion of Australian superiority and Japanese inferiority." But this is not so, for the Australians admire the bravery and patriotism of the Japanese and acclaim their magnificent achievements, but in the words of Mr. Hughes, "we have our ideals and they have theirs." This leads the Natal *Mercury* to observe:



A SWISS EXPLANATION.

DEMPSEY—"Of course I had to lick the Frenchman because we Americans have made peace with Germany."

—*Nebelspalter* (Zurich).

"The fact is that Australia, California, and British Columbia have stumbled instinctively upon a profound ethnological truth, the neglect of which has been disastrous throughout the world's history. There are races of mankind, separated in all probability from a very early period in human evolution, so incompatible that intimate association between them, whether physical or otherwise, is impossible without detriment. Many of the most troublesome of the problems with which the world is vexed to-day are due to the interplay of incompatible races. If the Tatar invaders of Europe many centuries ago had been stopt at the Karpathians and the Pripet Marshes, the Germans in 1914 would have been in all likelihood as peaceable and freedom-loving a people as the Dutch, the Danes, or the Norwegians. If the conquests of those Tatar invaders had been complete as far west as the Rhine, the material civilization of Germany in 1914 would have been little more advanced than that of Turkestan."

Whether the differences between "two mutually unassimilable races justify the use of the term superiority and inferiority" is a point on which they may well agree to differ, but this Natal daily reminds us of the natural tendency to consider such differences in these terms. The essential thing is that differences do exist and "constitute a grave danger where the mingling of incompatible races is permitted." When the facts are more fully appreciated, we are told, it will be recognized generally, as Mr. Hughes now recognizes, that this incompatibility is no bar to peaceful and even friendly relations between white and yellow races or white and brown or brown and black. Perhaps the strongest recommendation of the Anglo-Japanese Alliance is that it has "helped greatly and will help greatly to tide over the dangerous period of misunderstanding and suspicion before the mutual understanding can be reached which must form the sure foundation of a lasting peace." Mr. Hughes shows in his speech, we read further, that under the necessity for justifying the White-Australia policy to the Empire at large, Australian public opinion has traveled far toward understanding the ethnological realities upon which its instinctive revolt against yellow immigration has been based. Then, turning toward America, this South-African newspaper remarks:

"America, a law unto herself, has had an only partially adequate substitute for this stimulus in the divergence of opinion between the Western and Eastern States. The average Californian would probably confess to a strong 'prejudice' against the Japanese. The Easterners generally are still under the influence of the humanitarian philosophers of the eighteenth century—we recalled the other day in a different connection that Napoleon once remarked that it might have been better for the world if neither he nor Rousseau had ever been born—and have displayed until recently little inclination to sympathize with Western antagonism to the Japanese. But recent legislation has shown that American public opinion, not only in the West, but also in the Middle West and the East, is beginning to realize that even some of the races hitherto classed as European are unassimilable in an Anglo-Saxon community. This must help substantially to a general recognition by all parties of the real character of the objection to indiscriminate intermingling by migration of races which have differed radically through millenniums of divergent evolution. When that general understanding is finally achieved, all danger of friction between the predominantly Anglo-Saxon Commonwealth of Nations known as the British Empire and the predominantly Anglo-Saxon American republic, by reason of differences in their attitude toward the 'yellow' races, will disappear."

JAPAN'S INVESTMENTS IN CHINA — Americans and Europeans accuse Japan of acquiring large interests and rights by making loans to China, but in doing so they are guilty of error, declares the Tokyo *Kokumin*, which admits that Japan has loaned money to China, but says it is mostly loaned under conditions unfavorable to Japan. We read then:

"Great Britain has the largest credits in China, but her loans are all covered by adequate securities and will not be affected in whatever financial difficulties China may be involved. The Hongkong and Shanghai Bank and other British financial organs control the money and silver markets in China and do not allow the peoples of other countries to invade the field. America is the first to demand rights and interests. She has propaganda and exploitation to herself, but she has never made actual investments. If other countries obtain rights and influence by expending capital and labor, America tries to obtain all possible things without making any sacrifice. We are in a line with Great Britain in regard to the disbursement of capital and labor, but are unable to obtain such rights and securities as are acquired by Great Britain. The fact is that what is wanted by us is taken away by America. It may even be said that it is America which stands to profit by our investments in China."

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SCIENCE - AND - INVENTION

TO ABOLISH "CHINA'S SORROW"

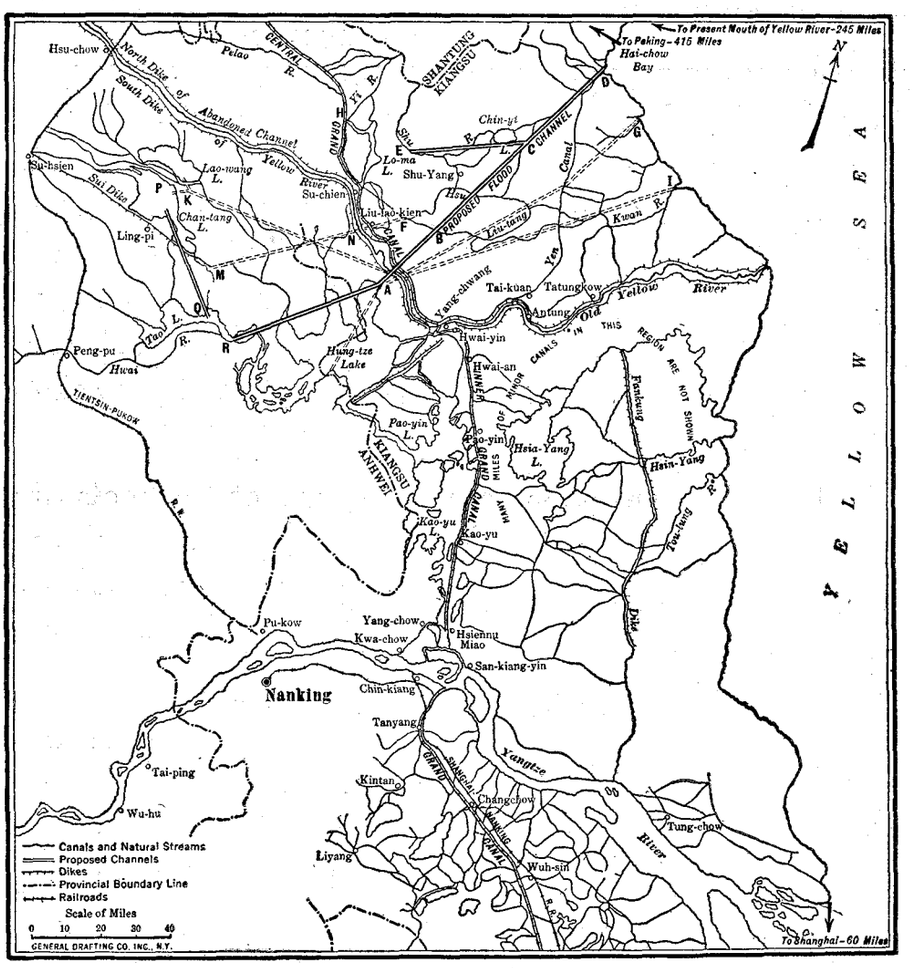
THE YELLOW RIVER is "China's Sorrow," because it is the source of flood and famine. To restrain the flood and turn the famine into abundance, thereby changing the river into China's Joy, is a mere matter of expenditure. About the cost of one big famine would do it, and John R. Freeman, a consultng engineer of Providence, R. I., would like, he says, to be Emperor of China for just five years, so that he could put into operation a plan of his own for accomplishing all this. Mr. Freeman's scheme and its presumptive results are detailed by Charles K. Edmunds, in an article entitled "Taming the Yellow River," contributed to *Asia* (New York). As a constructive bit of engineering, philanthropy, and profitable finance, this simultaneous abolition of flood and famine, whether undertaken by public or private enterprise, should prove attractive in more than one way. Mr. Edmunds suggests that the financial aid of the new consortium might be brought into play to accomplish it. He begins his article with a bit of dialog heard in a Washington club, as follows:

"'I want to be Emperor of China.'

"He was an American of middle age, compactly and powerfully built, with friendly eyes and quiet voice. His hearers perceptibly leaned forward. It was evident that he had a real idea.

"'Emperor of China for five years,' he continued. 'And I want the job in order to do just one thing—to tame the Yellow River.'

"He smiled. But there was little doubt in the minds of his hearers that he knew what he was talking about in the matter of taming rivers. 'To tame the Yellow River' would mean to convert it from 'China's Sorrow' to a beneficent stream watering a very upper 'Valley of the Nile.' It would reclaim a strip of waste-land five miles wide by 250 miles long, sufficient for more than a hundred thousand fertile Chinese farms, and would forever prevent such outbreaks of the river through its dikes as that which in 1887 is said to have killed by flood and famine more than a million people.



PLAN FOR PREVENTING FLOOD AND FAMINE IN SHANTUNG AND KIANGSU.

The Yellow River, by digging its own deep channel to the sea, would be converted from "China's Sorrow" into a navigable stream, and reclaim millions of acres of waste-land.

"John R. Freeman, of Providence, is the man who would control the Yellow River. He is final consultant on many of the country's greatest projects, including the water-supply system of New York City, Los Angeles, and San Francisco, some of the chief problems of the Panama Canal, and some of America's largest water-power developments. The foundation of his interest in the control of the Yellow River is his regard for the Chinese people and his respect for their civilization and culture. As consulting engineer for the American International Corporation and the Chinese Government, he went to China to improve the Grand Canal. The Yellow River crosses the Grand Canal. It was therefore necessary for him to study the Yellow River.

"His study of the problem of flood relief in China may lead to a work larger than the Panama Canal and greater in immediate humanitarian results. It now seems probable that all of the construction costs can be recovered in the increased value of the lands reclaimed."

Mr. Freeman would make the river dig its own channel, from which it could not escape—a work which, if done by dredging-machines, would cost over $100,000,000. In flood times it now steadily deepens the channel. Therefore, he says, if its normal velocity be increased to the rate which will dig up the silt and transport it to the sea, a permanent deepening will result. This may be effected by confining it to a narrow channel for 250 to 300 miles. The new banks would be protected by stone riprap built much as the Chinese have built them for a thousand years, or by modern concrete sheet piling reenforced with bamboo instead of steel. We read further:

"This dangerous part of the Yellow River flows through a vast delta plain of sediment hundreds of feet deep, easily cut into by a swift current. But, as Mr. Freeman's figures show, despite the fact that the river carries more than 99 per cent. of

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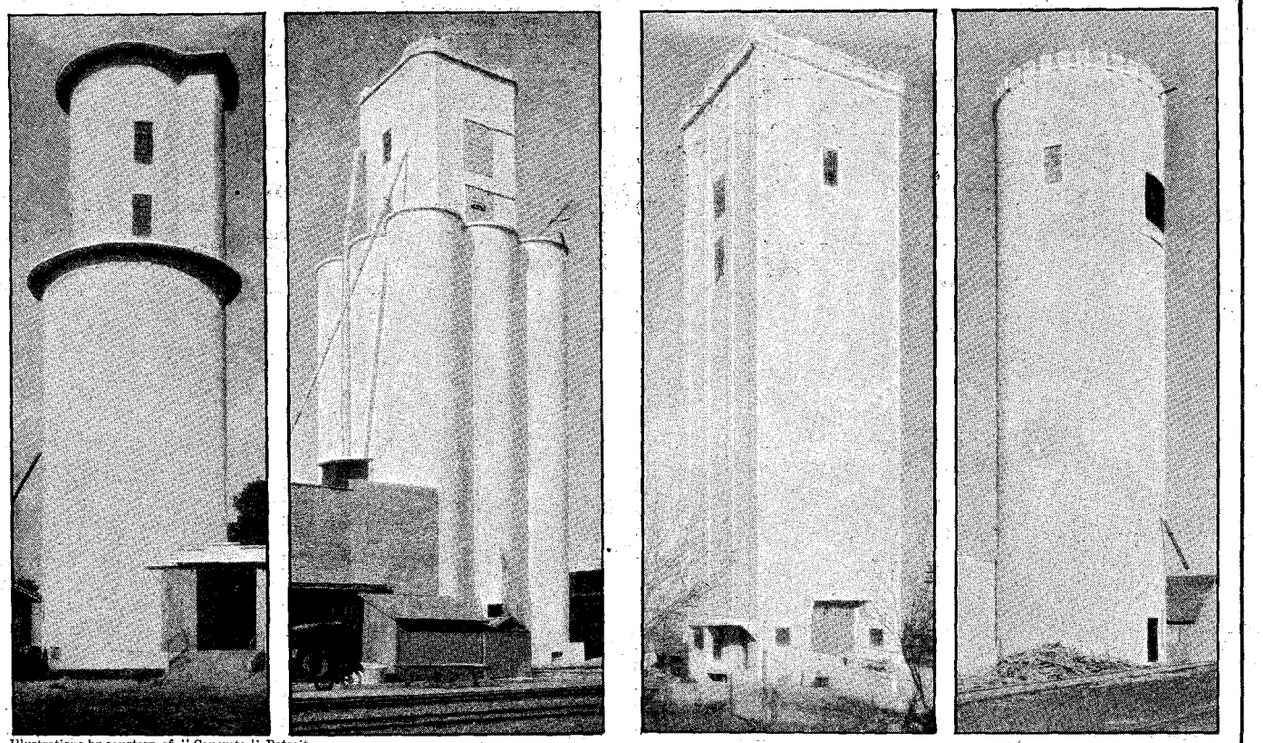

Illustrations by courtesy of "Concrete," Detroit.

FOUR TYPES OF CONCRETE GRAIN ELEVATORS.

its mud to the ocean, the small fraction it drops along its course has raised the river bed about 10 or 15 feet above the surrounding plain, and in floods the water surface inside the dike is 25 or 30 feet above the plain outside.

"The river now curves and wanders at will out of its main channel, whenever swollen by floods. Along this course, Mr. Freeman would dig two very deep parallel ditches, each about 70 feet wide, leaving between them a strip of land about a quarter of a mile wide and 250 to 300 miles long. The earth thus excavated would form new dikes about 25 feet high. These new dikes would mark the edges of the new course of the river, running in straight lines 10 to 20 miles long.

"Into the new straight channels he would turn the river. Its own scour would eat away the 1,800 feet of land lying between and make the main channel. Mr. Freeman would then proceed to train the river to fill with silt the area two to three miles wide on each bank between the new and the old dike. Huge concrete pipes, 12 feet in diameter, built through the new dikes from the river, below flood-level, would permit the silt-laden river water to be drawn off in flood seasons to overflow the country between the new dikes and the old. Silt thus deposited would in time fill up this space, making the new walls of the river eventually two to three miles thick and imprisoning it for all time. Furthermore, China would have along the Yellow River an area of new, fertile, river-bottom lands five miles wide and 200 to 300 miles long, fully protected from flood."

Such is only one part of the plan. But the whole delta region of Shantung and Kiangsu is a network of rivers, lakes, and streams. Frequently floods spread over hundreds of square miles, spoiling the crops, drowning the farm animals, and starving the people. At present, most of the streams drain into the Grand Canal and thence an undue portion flows into the Yangtze. Freeman would apply his Yellow-River method to drain these directly to sea to the east rather than to the Yangtze. To quote further:

"He would spend only $6,000,000 in man and machine labor and as the result make the waters do $24,000,000 worth of dredging and scouring. He would dam up the lakes at different levels as successive reservoirs to hold flood waters, and from these reservoirs he would build irrigation ditches carrying water to the surrounding country during drought.

"The combined projects in Kiangsu Province could be completed in ten years. They would create 1,700,000 acres of new land, some of it reclaimed swamp-lands of the lake and river region. The Yellow River and the new channel would be made navigable streams. China would be given a new port, Haichow, the sea-terminus of a system of water transportation into the interior.

"Here is a constructive piece of work to prevent recurring famines, an opportunity for Americans to initiate and back financially—with the possible cooperation of a public increasingly interested in China and its government—a great humanitarian plan, which could be undertaken either by a corporation that could guarantee sound construction and a reasonably good investment return, or by a semiofficial public body such as the Red Cross, or by the Chinese Government itself, under suitable engineering counsel and management, with the financial aid of the new consortium."

CONCRETE GRAIN ELEVATORS FOR COUNTRY USE—An almost complete change in the methods of constructing country grain elevators, with the employment of concrete in place of wood, has recently taken place, we are told by A. J. R. Curtis, writing in *Concrete* (Detroit). Seldom, he says, has one material of construction replaced another in so short a time. Only a few years ago the concrete country elevator was a rare exception; to-day in many parts of the country scarcely a wooden elevator less than five years old can be found. He continues:

"Concrete construction of terminal elevators had been found to reduce the fire hazard to almost nothing, cut down insurance on structure and contents, and make the probabilities of dust explosions more remote; in case of such a disaster, the concrete elevator prevents the destruction of the grain by fire. There is no longer any excuse for fire losses in grain storage.

"Concrete country elevators have other practical advantages. The concrete workhouse is free from cracks and crevices, therefore easy to keep clean and free from collection of dust; concrete boot-tanks are water-tight and do not have to be replaced; concrete floors and areaways are easy to truck over and maintenance-proof, and concrete grain tanks are absolutely free from vermin, rust, rot, and rats. Depreciation of a concrete elevator is practically negligible."

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HOW FAST DO BIRDS FLY?

THE SPEED OF BIRDS has been much exaggerated, we are told by an editorial writer in *The Scientific American* (New York). Every one, he says, who has watched the flight of the swifter birds has made his own estimate. The speeds attained by the carrier-pigeon, the duck, and the faster of the sea-birds have formed the subject of endless guesswork. Birds incapable of doing more than 40 to 50 miles an hour have been credited with 100 and over. He continues:

"We remember reading somewhere the serious statement by a man, who was both naturalist and huntsman, that when he was lying in wait for ducks he had more than once seen a flock of geese pass overhead across a certain measured stretch of landscape that must have been going at least 120 miles an hour.

"Now the fact of the matter is that nothing is more difficult than to judge of the speed of any object through the air by mere human observation. Foreshortening due to perspective alone renders it impossible to tell just when a moving object passes above some fixt point on the ground, and almost invariably the estimated speed is far beyond the actual. At the present time the highest well-authenticated speed is that of homing-pigeons, some of which have reached a speed of 60 miles an hour.

"But now comes Col. R. Meinertzhagen, a noted ornithologist in Great Britain, who has recently published some data on this subject in *The Ibis*, which is the leading English journal devoted to bird life. The Colonel states that during his antiaircraft duties in the course of the war, he trained his men in instrumental work by making them take observations of the flight of birds. These he collected and then confirmed their results by instrumental work himself. He tells us that the speed of birds, as thus accurately ascertained, is far below what it is popularly believed to be, varying from 20 to 40 miles for the smaller *Passeres* to from 40 to 50 miles an hour in the case of waders. Those speeds represent steady flight; but when a bird is frightened by an enemy, or when it is pouncing upon its prey, it can accelerate greatly for a limited time. He estimates that for a short distance the swift can reach a speed of 100 miles an hour.

"The airplane, therefore, has greatly surpassed the swiftness of the birds both in its power of sustained speed and in its maximum speed. From 100 to 120 miles an hour can be maintained by many of the standard machines, and we know that last year the racing speed was carried up to from 180 to 190 miles per hour.

"Where the birds still greatly surpass the human flying-machines is in the matter of taking off and alighting. The sea-birds, and all birds, in fact, by changing the angle of incidence of their wings, are able to reduce their landing speed at a rate which the airplane and the seaplane can not approach."

THE RAT-KILLER'S FAILURE—The typical nine lives of the cat are apparently surpassed by her enemy the rat. Efforts to exterminate the rat as a plague-carrier have resulted only in increasing its reproduction rate and swelling its numbers, according to Dr. A. K. Chalmers, medical officer to the port of Glasgow. Says *The British Medical Journal* (London), reporting a meeting of the [British] Association of Port Sanitary Authorities, at which the doctor spoke:

"Dr. Chalmers pointed out that tho plague was primarily a disease of rats, there was no evidence that the rat plague in Eastern countries had diminished the number of rats; millions of rats had died of it in India, but there were as many there to-day as twenty years ago; not only were they numerically as strong, but from a bacteriological point of view their position was even stronger, since they might suffer from a chronic, non-fatal, but transmissible form of the disease. Again, at Copenhagen, when the authorities set out to trap and kill rats, the average catch was about 300,000; it was rapidly reduced by half, but remained at 150,000 for some time. It appeared that as fast as rats were killed the birth-rate rose; it was only by the adoption of a special policy which consisted in killing the females and liberating the males, who fought and exterminated each other, that the catch was reduced to 90,000. The general opinion of the meeting seemed to be that tho it was possible to diminish the number of rats on ships it was impossible to exterminate them in the ports."

WAITING TO BE UP TO DATE

SHALL NEEDED PUBLIC WORKS be held up pending the possible discovery of future scientific improvements? An affirmative answer, thinks *The Engineering News-Record* (New York) would effectively stop all impending present-day construction, for there are few lines of engineering to-day that are not constantly being broadened, extended, and changed to take advantage of newly found scientific laws. To illustrate this point and to show the difficulties through which a city may have to pass on its way toward obtaining public improvements, the experience of Milwaukee is cited. This city recently planned a filtration plant for sewage disposal. We read:

"When plans were well started questions arose as to cost. Then came a report from a committee of the local section of the American Chemical Society. In effect it says that filtration should not be started because present-day filtration methods are in all probability antiquated and because within a few years, by taking advantage of new discoveries in chemistry, vastly improved filtration methods will be developed. Politically some say, and scientifically others aver, this report by the chemists was not pleasing to the Socialists. Harrison P. Eddy, a consulting engineer, was called in to advise on water treatment. He counsels an immediate start on plans for water treatment and simultaneously further experiments along the lines suggested by the chemists. He is not optimistic of the attainment of the far-reaching results the chemists predict. In his opinion any change in design suggested by further chemical studies will not be material and can be made quickly.

"A decidedly new angle is presented in this argument of the chemists for deferment—an argument, if accepted as valid, that would be perfectly effective in stopping work on any filtration project in the country. Such an argument for a halting policy has rarely if ever been brought forward seriously in an important engineering matter. Because of its nature and because of its being brought forward by men without experience in water treatment, it must inevitably arouse decided objections on the part of sanitary engineers."

OUR HEALTHY COLLEGE WOMEN—Exceedingly low death-rates among graduates of women's colleges in the United States are reported in *The Statistical Bulletin* of the Metropolitan Life Insurance Co. (New York). This publication cites a recently completed study covering the mortality experience, after graduation, of 15,561 women, which shows that at 20 to 64 years of age the death-rate is only 3.24 per 1,000. Between 25 and 34 years, where nearly one-half of the total observations were centered, the death-rate was 2.77 per 1,000. Among women in the general population of the United States Registration Area the death-rate at this age period was more than twice as high—namely, 6.10 per 1,000. The writer goes on to say:

"These favorable figures seem to be due to several important causes. First, there is the selective effect of the secondary and collegiate educational process. Those physically unfit to pursue studies usually drop from the rolls. College women also come from a superior home environment; the presumption is that for nearly all of them economic and domestic circumstances have been such as to conduce to better health than the average. These women, during their lives in a college environment, also benefit from periodical medical examination and from prescribed physical exercise much more than women in the general population. After graduation many of them enter professional pursuits where the risk of death is at a minimum. Less than one-half of them are married and, therefore, not exposed to the grave risks of child-bearing. Not less important is the favorable effect of the whole of college education on the right conduct of life.

"The favorable death-rates of graduates of women's colleges clearly indicate that the prevailing mortality among women in the general population is far in excess of what it should be. An excess of nearly 100 per cent. in the death-rate of women in general over the rate for this special group is indicative of numerous factors of life-wastage which could be controlled by intelligent community effort."

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A NEW ERA IN TRANSPORTATION

THIS COMPREHENSIVE TERM is considered justifiable by N. H. Kastl, writing in *Export American Industries* (New York), in view of the container system now being adopted on some of the railroads. This system, which involves the transportation of closed and locked containers, like huge safes, directly from consigner to consignee, has already been roughly described in these columns, but Mr. Kastl's article gives details, and outlines the advantages already realized and the probable extension of the system which he thinks may even in time be used for export service. He says that altho the initial costs of equipment are great, and it involves the scrapping of a great many cars still in good condition, the economies will more than justify the change. The largest saving, he says, will be made in the settlement of claims for breakage, theft, etc., in transit. He continues:

"During recent years claims have become one of the heaviest items in the railroad budget. In 1920, American railroads paid in claims $125,000,000. In 1914 they amounted to only $33,000,000. But other results will, as time goes on, be of far greater consequence. Chief among these will be the increased use of rolling-stock and a greater moving service not only from the rolling-stock but from trucks, drays, and other freight-handling equipment. Most of the freight congestion has arisen from the fact that it has been almost impossible to keep the rolling-stock in a liquid state. The car shortage was intensified because it was impossible to obtain the maximum service from the existing stock of cars. Terminals were choked with cars, waiting to be unloaded, and high demurrage charges failed to impress the shippers with the necessity for emptying cars and turning them back into active service. The use of the container-cars will practically eliminate congestion at terminals and in freight warehouses.

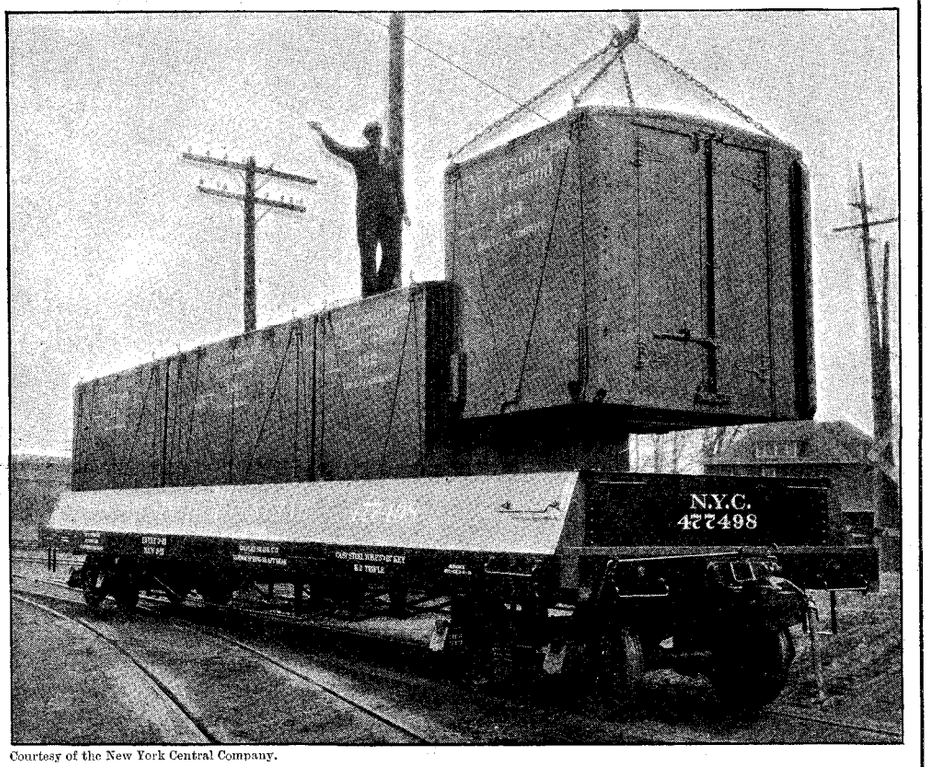
"There is a great time saving also, since the average unloading time for express containers is under a minute and a half and for freight containers, which are much larger and heavier, about eighteen minutes. On the first trial trip of an express container-car from New York to Chicago, all the nine containers were taken off the car in twenty-two minutes. A truck delivered the first container to a department store a mile from the railway terminal in thirty-eight minutes. Another container was delivered at its ultimate destination, five miles away, in one hour and fifteen minutes. All nine were unlocked by the various consignees, unpacked and returned to the car, ready to start back to New York, within two hours after they had been delivered.

"The greater mobility of rolling-stock will bring many other advantages in its wake. If the railroads can depend on a fairly constant movement, on schedule time, of all of their available cars, they can reduce the total number of cars which are necessary to handle their freight traffic."

Another great saving under the new order will be in the reduction of the large personnel now required to keep track of freight and express shipments. Under the present system it is necessary to check an individual shipment every time it changes hands. The amount of detail involved is enormous. He says:

"The direct shipment of goods from factory or warehouse to consignee cuts down the checking up of goods to the minimum and makes freight shipment almost as simple as parcel post. The greater safety of shipments by means of container-cars will eliminate a large proportion of the claims for damages which now exist. Thus a great reduction in railroad personnel will be achieved.

"There are two types of container-cars, the freight type and the express type. The express type of car is built for handling in passenger-trains and the freight type of standard construction for use in freight-trains. The express type of car is interchangeable with standard passenger equipment. It has blind vestibule buffers to take the shock and passenger-trucks and air-brake equipment. The low sides are provided with guides that hold the containers firmly in position.



Courtesy of the New York Central Company.

UNLOADING A CONTAINER-CAR.

This type of freight and express car is said to usher in a new era in commodity transportation.

"The freight-train type of car is the regular fifty-foot freight-car. It is provided with containers of two sizes, seven and fourteen feet in length respectively. Three large containers may be used to a car, or two large and two small. They are of wood reenforced with steel.

"The new system of freight transportation is as yet only in its infancy. Large-scale production of the necessary compartment-car equipment is already begun and plans for supplementary terminal equipment have been initiated so that the maximum of service may be attained as soon as the system is put into extensive operation. Numerous adaptations of the present types of containers are contemplated. Smaller containers will probably be added to meet the needs of smaller shippers, and doubtless various combinations of compartments on the individual cars will be arranged as the traffic increases in volume. It is planned also to equip the compartment-cars with refrigerating systems so that perishable foods may be shipped.

"It is quite possible also that in the future this direct service from shipper to consignee may be extended to the export trade. The time may come when a shipment of goods may be put into a container in Chicago and opened weeks later in Melbourne. A new era in commodity transportation is beginning, and all things seem possible to the traffic experts, who see in the new scheme a solution of most of the major problems of shipping by freight and express, saving in time, in waste, and in risk of shipment."

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CARUSO

GOLDEN IS THE WORD that has sprung to every lip to measure the loss to the world sustained in the death of Caruso. Golden was the voice with which he was endowed, supported by an art that was worthy of the metal. Golden also was the heart that has ceased to beat, which delighted in the profuse spending of the great sums that his art commanded. Such qualities explain the immense space devoted by the daily press to the passing in Naples of this operatic favorite after a struggle with sickness in which he had seemed to be emerging the victor. The public loved him, and he was also esteemed by his artist companions. "As Caruso succeeded no one, there can be no successor to him," says Antonio Scotti, quoted by the New York *Times*, "He is and always will be supreme, the one greatest tenor." "It is a wonderful thing," says Mme. Marcella Sembrich to a representative of the same paper, "to be able to say of him that he was loved by all his associates. There never were any jealousies existing between them. He was above all that, he was so big-hearted, so broad-minded, so much the truly great artist, the perfect gentleman. His death is a great loss to the musical world." Tributes to his personal worth and appraisements of his position as an artist abound. Among them all is one of peculiar interest, written by the late James G. Huneker for the New York *World* during the early stages of the singer's illness. Before the tribute was needed both the writer and the printer who set up the article preceded the tenor into the land of shadows. We quote in part:

AS HE SAW HIMSELF.

Caruso's art as a caricaturist is well known, and many of his friends treasure these expressions of the lighter side of his nature.

"Enrico Caruso is dead. There have been and will be other tenors, yet for this generation his memory is something sacred and apart. It is doubtful if the Metropolitan Opera-House will again echo such golden music as made by his throat—that is, doubtful in our time. When he first came here not two decades ago there was a rich fruitiness to his tones that evoked such disparate images as the sound of a French horn and a golden autumnal sunset. Always the word golden comes to the lips. Golden, with a thrilling human fiber. Not the finished vocal artist that he developed into; nevertheless, there was something indescribably fresh, luminous, and youthful in the singing of the early Caruso. I had heard him in London before he sang here, which, alas! was to be his last home. Veteran as I was, I could hardly trust my ears when he poured forth a golden stream of music, and with effortless art. It needed no critical clairvoyancy to predict that a star of the first magnitude had arisen in the firmament of art. That was in 1902, and since then this star grew in luster and beauty till the day of his death. Caruso had not even then achieved his grand artistic climax. He was ever a prodigious student.

"There will not be any critical dispute as to Caruso's place in the history of his art. Even in the brief span of life accorded the present writer Caruso looms formidably. Originally a lyric he ended as a heroic tenor. His vocal range was extraordinary. In his repertoire he demonstrated his catholicity. From Meyerbeer's 'Les Huguenots' to Flotow's 'Marta,' from 'Rigoletto' to 'Pagliacci,' there are few lyric works that he missed. 'La Forza del Destino' was revived for him by Mr. Gatti-Casazza, and he could squander his extraordinary art on such a trifle as Mascagni's 'Lodoletta.' But to all his undertakings he brought a refreshing sincerity and tonal beauty. It is not to be denied that he was happier in Italian than French music; his *Rhadames* outshone his *Faust*. Nevertheless, he overcame the seemingly insuperable difficulties of a foreign style and diction, and his *John of Leyden* in 'Le Prophete' and *Eleazer* in 'La Juive' rank among his greatest achievements, not to mention his *Samson*. There was the note of the grand manner in the assumption of *John* and incomparable pathos in the delineation of Halévy's persecuted and vengeful old Hebrew. As an actor he grew amazingly in the last decade of his artistic career. Compare his light-hearted, frivolous *Duke* in 'Rigoletto' with the venerable Jew in 'La Juive.' Then we realize how far intense study intelligently directed may carry a singer. It has often been a cause of critical wonderment why Caruso never sang the music of Richard Wagner. What a *Lohengrin* he would have been, what a *Parsifal*, yes, even a *Tristan!* He knew every note of these rôles. Once for my delectation he hummed the plaintive measures of the dying *Tristan*. Tears came to my eyes, so penetratingly sweet was his tone, so pathetic his phrasing."

While others review his past, Arthur Brisbane, in the New York *American*, takes a look into his future:

"Was there also, perhaps, intense interest and excitement in heaven yesterday as the famous singer arrived? We can not imagine dead, level uniformity anywhere, least of all in heaven. Uniformity would make life horrible. There must be varying degrees of beauty in celestial as in earthly singing.

"Was there interest above in Caruso's arrival? And how will it seem to him after living as a star to find himself one in a chorus of many billions? These are questions that may be asked most reverently. The power that delighted a few on this earth for a short time must surely be used to delight endless hosts through all eternity.

"We learn also from Caruso, in too practical America, that mere *utility* is not everything. There was absolutely nothing *useful*, from the cold, materialistic point of view, in all Caruso's life. He did not add anything to the wealth of the world. He dealt not in steel, beef, cotton, or gold.

"Yet his was the most important 'business,' that of making men happy. And if we could weigh spiritual values, and effects,

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we probably should find that by stimulating human minds, and feeding the spirit, Caruso did in his lifetime more to increase human energy, and thus to increase human wealth, than any one of the great industrial kings.

"If, as we are bound to believe, human beings meet, know themselves, and know each other in the future, what intense delight it will be for Verdi to hear his song about the woman as changeable as a feather in the wind sung by the greatest voice that ever sang it.

"All the musicians will gather around. Beethoven with head bent and hands behind his back; Wagner, the powerful creator; Bach, according to Beethoven, king of them all, will crowd to meet the new spirit.

"And when they ask him about the earth, how it is getting along, what of its degree of civilization, Caruso may answer, 'Well, at any time, 3,000 or 4,000 would pay from $2 to $8 for a seat to hear me sing. And 100,000 would pay from $5 to $100 to see two men fight.'

"The spirits will say, 'Caruso, you ought to be glad to get out of such a miserable planet. Please sing us something.'"

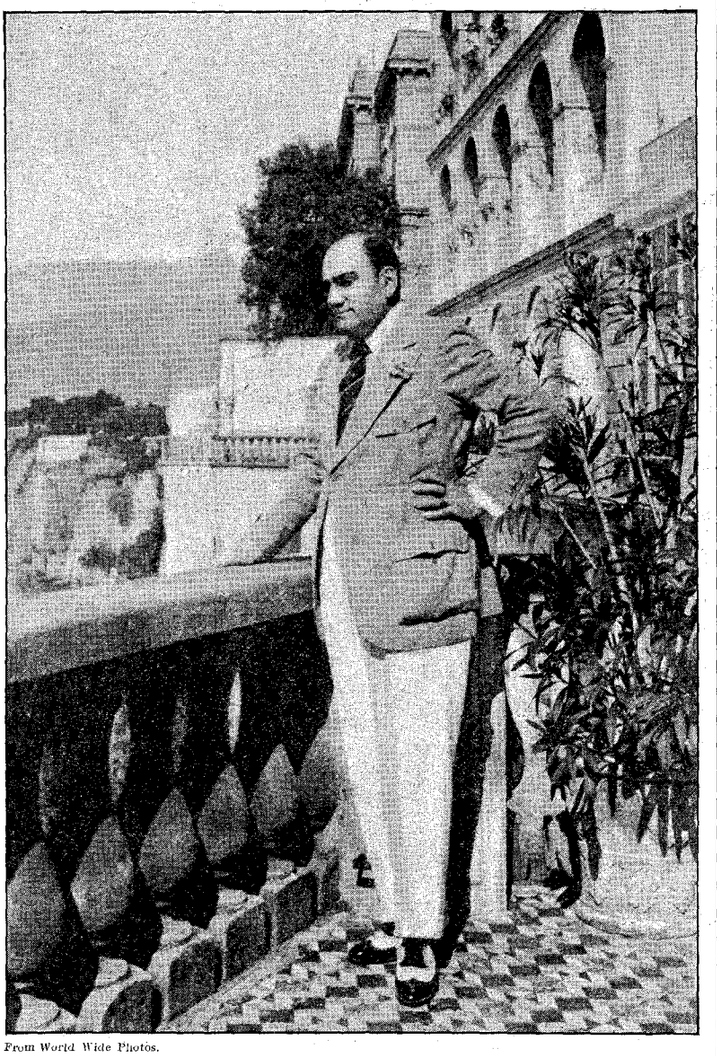
But Caruso surely would not forget the faces that hung upon his notes. "From the moment of his first appearance on the Metropolitan Opera-House stage in 1903, singing 'Donna è mobile' as it never had been sung before, until Christmas eve a year ago, when he sang last in 'La Juive,'" says a writer in the New York *Evening Post*, "he gave his all to his beloved art, and never did he face an empty seat whenever he sang." Then the same writer says in conclusion:

"Caruso was a true artist. He knew well how great was his stature but never presumed upon it. He suffered much mental anguish because of the difficulty in living up to his reputation. 'Alas,' he once said, 'people envy me without knowing all my cares, without realizing the efforts I have to make over and over again to remain on a level with my renown.' That was Caruso. He was indefatigable in his work. He never shirked. He never failed to attend rehearsals, and well as he knew his rôles he was always ready to do his full share, for the veriest detail of a production must be perfect no matter how much it took out of him. That, combined with his wonderful voice and superb acting, made him great."

The Chicago *Tribune*, mindful of its own city's operatic resources, observes a certain discretion in its appraisement of the man who was essentially of New York:

"Critics and historians of music will indeed differ in placing Caruso. The public which glorified him will not bother about the question whether he ranks among the greatest or is worthy to be remembered with Mario, Rubini, Davide, Campanini [not our late conductor], or Jean De Reszke. What is certain is that he possest a voice worthy the term so generally applied to it—'the golden'—and a temperament which exprest the simpler emotions with tremendous effect. Rubini, it is recorded, possest a special gift for expressing pathos, and this undoubtedly was a chief factor of Caruso's appeal. Yet he sang a wide range of rôles with immense success and could be counted to pack any house from orchestra rail to gallery.

"As an actor and artist he fell short of the high level maintained by such a man as Jean De Reszke or Muratore, and his appeal was to the spinal column rather than the cerebrum. But this hardly affected his great vogue even in a period which has shown an expansion of the dramatic as distinguished from the lyric content of opera. He ministered to the pleasure of multitudes who seek the theater for sensation rather than thought, and nature had endowed him vocally more generously than any male singer, probably than any singer, male or female, of this generation. So he lived and died a popular idol and earned an enduring place in the history of grand opera and of the vocal art."



From World Wide Photos.

LOOKING OVER THE BAY OF NAPLES.

Caruso's last portrait, taken on the terrace of his hotel in Sorrento, just a few days before his death, showing apparently his return to health.

SCHOOL-TEACHERS OF TWO CONTINENTS

THE PENDULUM swings back again in the teaching profession. Falling salaries in commercial pursuits and a big increase in salaries of teachers, coupled with lack of employment, is responsible for the rush of teachers back to the schools, according to information furnished by the Bureau of Education. Schools that had to close last year through lack of teachers may reopen and find their old problem solved. Nearly 600,000 instructors, which is approximately the normal force, are preparing to fill the places of this profession. The Washington correspondent of the New York *Herald* in a digest of the report of the Bureau of Education gives a brighter picture of the life of the school-teacher who had aroused so much public sympathy. It is apparent that all communities have responded to this need. We read:

"The average salary of elementary teachers is generally above $1,000 a year, according to a survey made by the bureau officials. The average salary of high-school teachers is $1,677 a year, the survey shows. This represents an increase of 52 per cent. since 1918 for high-school teachers. Salaries of elementary-school teachers are believed to have increased in like

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proportion, altho the bureau has made no detailed survey of the situation in the grades.

"In 1918 the lowest range of salaries paid in elementary schools was slightly above $600 a year. Now, however, State legislatures, school boards, and local officials in all States are hastening to boost salaries, the reports show. This movement began about a year ago. In California high-school teachers receive more than $2,000 a year. This State pays more than any other. In Virginia high-school teachers receive only slightly more than $1,000 a year. This is the State of lowest salaries in high-school work.

"There are about 70,000 teachers giving their entire time to work in high schools. This class of school suffered least from the shortage of instructors when the war began to draw thousands from the school rostrums. Salaries always have been higher in the high-school service than in the elementary schools. When the high schools began to lose teachers there was a drift of teachers in that direction from elementary grades. This, it would seem, would have discouraged the increase in salaries in the high schools. Government officials are unable to explain why high-school salaries took such a big jump.

"In the elementary schools when the shortage of teachers was greatest more than 20,000 teachers were needed. Schools were forced to close in some districts because there were no teachers. In several sections of the country students received an average of but ninety days' instruction in the school year of nine months."

Those who have emerged from days of leanness and find that salary increase gives them a brighter outlook upon life may compare their state with their brothers in England. F. W. M. Cox, writes in the London *Outlook* of what he names "the disesteemed profession." Over there is a social discrimination which adds a bitterness to the teacher's poverty that his American compeer does not feel. We read:

"The Great War gave many a pedagog the first glimpse of life he had ever had. This was no mimic combat of the playing-fields; it was life, bare and blatant. One schoolmaster soldier said to me: 'For the first time in my life I know what it means to live as a man among men. Khaki is the only wear for effectual disguise. While wearing it I was able to put off respectability and to assume manhood; and it was the proudest time in all my career when I found that I was in no essential different from my fellows. I conquered the diffidence which most schoolmasters feel in the presence of any grown-up company. But since I got back to my own work I find my robust methods and ways of regarding things have the effect of a chill wind upon such of my colleagues as have not shared my experience. The boys, however, think vastly more of me.' . . . . . .

"What, then, are some of the things that this career connotes? For one thing it means, only too often, celibacy without the dignity of the vow; a certain culture without adequate leisure or books; and, by no means least in the list of deprivations, a taste for the beautiful without the wherewithal to satisfy it by travel or human fellowship. But perhaps the cruelest stroke of all is that women find the schoolmaster uninteresting; while his circumstances are such as by no means outweigh this lack of attraction. Thus, if he dares to think of marriage, his choice of a wife is, for the most part, very circumscribed. He hangs upon the skirt of society, exiled by his education from any community of taste with the manual worker or the small trader and too poor to associate with those who have leisure and cultivation. His is the pariah profession.

"Thus it comes about that, for the most part, humor is dried up at its source. At best there remains a turn for sardonic phrase which shrivels kindly feelings; while at worst there is the schoolmaster joke—rousing sycophantic laughter of inwardly groaning schoolboys. Sometimes you may find a teacher who has wit—for wit is verbal and he deals in words—but rarely do you find one who sees the humor of a position—since school life leads to few new situations at all, and boys are rarely humorists. Their subtlety is that of the savage, and I have been told that red Indians do not laugh.

"Here, then, is an avocation with nothing in it of the picturesque, with no scope for the great gesture, with no heroisms possible but that of renunciation. Yet we are told, and I hold it true, that teaching is a noble calling. Its business is the evocation of light from darkness, and some men at least succeed in bringing the illumination if only of a rushlight into dark corners of the human mind. Of one such I heard the other day as I was traveling by train. Two old schoolfellows were comparing notes. 'Do you remember X?' said one. 'He taught us literature, you will recall. He would slouch in, his gown half off his shoulders, his hands in his pockets, and begin to talk with seeming aimlessness about books. Yet, when he went out, one felt one had learned a good deal. He's dead now. But how he did love books!'"

BY A SCANDINAVIAN SEARCH-LIGHT

THE AVERAGE TASTE of the American reader is better than the average taste of the Englishman or Frenchman or Italian, but much worse than the average taste of the Norwegian, Swede, or Dane. Here is a pronouncement that startles because it sets up an unfamiliar standard. It is made by Maurice Francis Egan, former American Minister to Denmark and addrest to the people whom Mr. Egan served in a diplomatic capacity. So, having been schooled so often by our better-known European friends, we may learn something from those who are in part strangers. "The chief defect of the American reader," as Mr. Egan sums it up in *The American Scandinavian Review*, "is that he looks on reading as an amusement rather than a mental nourishment. It is not an essential part of his life, because 'culture,' while desirable, has no national character; and the circumstances of his every-day life, which the newspapers fill with excitement when rapid and transient amusements are lacking, prevent the use of that leisure which is necessary to the real enjoyment of books." Mr. Egan disposes of the implied slur that we are a newspaper-reading people by insisting that our newspapers are worth reading, and, barring the fact that they may fall short of the quality of the London *Times*, they are by no means the "glimpse of the news, one or two serious leaders, and a *feuilleton* of our Continental friends across the sea." But Mr. Egan writes for Scandinavians:

"There was never a time when our people read more books than they do at present. In spite of the high cost of paper and the prohibitory tax which the economic results of the war have placed on the production of books and periodicals, the average American reads more new books than he ever did before; and, until the present financial stringency came upon us, he did not seem to care what he paid for them. Compared with the intense interest which the people of the Scandinavian countries take in their national literature, we Americans make a rather bad showing; and a worse show where the music of our few national composers is concerned; but to say that we are not a reading people, or that we have no canons of taste or judgment, is to state an untruth. Our taste is eclectic. 'Shore Acres' and ''Way Down East' appeal to us when Strindberg and Hauptmann and Ibsen rather bore us; but given any foreign novel or drama with intense human interest, which carries with it the triumph of a moral idea, and to a man we will read it with pleasure. One can not imagine Harold Bell Wright or Gene Stratton Porter admitted to the French Academy, or receiving the plaudits of those literary circles in England of which Mr. Wells and Mr. Maxwell are shining lights, or being approved by Mrs. Meynell or the late Walter Pater; but they have their place, and there are very good reasons why their enthusiastic readers should neither be scorned nor censured."

Further than this he finds:

"It is interesting to know that the autobiography of Benjamin Franklin gains readers every day; that the 'Education of Henry Adams' is still one of the most popular books of the time, and that Mr. Wells's amazing interpretation of history is a matter for excited discussion in all reading-circles in the United States. It is regrettable that translations from the Scandinavian literature or history are not so popularly read as they might be. This is because they lack what the average American demands in all his books—cheerfulness, a touch of humor, and a lesson which will teach him to be more contented with life. The average American may not be deeply in love with life; he is not so materialistic as he is generally represented to be, and the frank materialism of the modern European novel, in spite of its rather visionary idealism, which is without humor or gaiety, does not appeal to him. He is not gay, in the Continental sense, but he wants to live humorously and cheerfully; and, being a worker, and finding

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work to be endured for its results rather than enjoyed for its pleasure, he prefers to forget it when it is done, but not recklessly or pessimistically."

Mr. Egan notes that the vogue of the war books is over as far as grown persons are concerned, yet he declares that the children who frequent libraries are still devouring them with eagerness. In fact:

"There is just at this moment an intense interest shown by readers in the psychology of Woodrow Wilson and his relations to the Peace Conference; and likewise a growing desire to know the attitude of the various cabinets of Europe since the war ceased. There can be no better indication that the outlook of Americans is broadening than this. As a people, we have just discovered Europe. It is true that since the novels of Turgenef appeared in the '70's an interest in the life of the Russian people began to grow, not only among those who are professionally interested in literature, but among all classes of people. In France, the literary circles of Paris determine the tastes of the people who read. London and Madrid and Berlin have the same preeminence, because the professedly cultured class make very potent groups in those cities; but with us it is different. New York does not control the tastes of what is called the 'provinces'; and literary circles are so scattered throughout our country, and so intensely interested in the practise if not in the art of reading, that a book worth while seems suddenly to spring into popularity without the support of the professional critics.

"Our people read autobiographies and biographies, and the taste for these is growing. It was the maxim of a successful editor of my acquaintance that Americans would always read about 'Cannons,' as he called persons important in the public eye, intimate personalities of any kind which might be looked on as revelations of the soul or mind or character, very rich people, and new religious manifestations. A book, for instance, dealing with the life to come, one containing a code of morality which might be adapted to every-day life, or a book making a synthesis between spirit and matter were always, he said, sure of success. He held very truthfully that the American people are at heart very reverential and spiritual. He pointed to the great vogue of Elizabeth Stuart Phelps's 'Gates Ajar' as an example of this, and argued that any system of practical religion which embodied maxims of righteousness, not too ascetic, was sure of a general acceptance. To this, he insisted, was due the spread of interest in the publications of Mrs. Eddy, the writings of the Rev. Dr. Hillis, of Plymouth Church, and of the novelists, Harold Bell Wright and Mrs. Gene Stratton Porter, who head the list of best-sellers in this year of grace, 1921."

THE YOUNG CARUSO WITH LINA CAVALIERI.

The great tenor is shown here in the rôle of *Rudolpho* in "La Bohème," in a picture taken during his early days at the Metropolitan Opera-House.

As to poetry, the "average American" earns the reputation of being willing to read "anything that appeals to him, irrespective of whether it is 'classic' or *vers libre*." For it is "the truth of the appeal" that concerns him, and, in spite of all aspersions on his taste, he "will tolerate permanently no book that is unreal in its attitude toward life, intolerant in its lack of human sympathy, or fundamentally wrong."

READING FOR BUSINESS

OUT OF COLLEGE, who reads for other than pastime or entertainment? The chairman of the Public Service Commission of New York assumes that some also read for instruction, and in *The Credit Monthly* (New York) has some suggestions for those who seek "a right grounding in business knowledge." Speaking personally:

"A man is prone to speak or write of those things that interest him most. They are the children of his admiration. Sometimes they are called his hobbies. Even at the risk of being accused as the rider of a hobby, may I mention a few books which have imprest me most deeply and from which I have derived much inspiration. They are 'The Federalist,' 'Lombard Street,' by Walter Bagehot; 'Principles of Political Economy,' by John Stuart Mill; 'Wealth of Nations,' by Adam Smith, and 'Spirit of Laws,' by Montesquieu. When Montesquieu said that 'Each citizen contributes to the revenues of the state a portion of his property in order that his tenure of the rest may be secure,' he gave a definition of taxation that is so clear that one does not have to search further in order to know the very heart of the principle of taxation.

"Bagehot, in his 'Lombard Street,' gives us an exposition of English banking which is so fundamentally descriptive that it will live for all time. Mill, in his 'Political Economy,' lays bare the economic fallacies of the ages and points unerringly the way of true political thought in its relation to the material progress of the race. Adam Smith developed the political philosophy of the writers of the French school and embedded his findings in the conscience of English-speaking peoples.

"It is commonly thought that 'The Federalist,' a body of essays written by Hamilton, Madison, and Jay, for the purpose of interpreting and popularizing the Constitution of the United States and securing its adoption by the States, is a strictly political work. In one sense it is, but at the same time it is one of the best guides to a right appreciation of the business side of our national life in our entire inheritance of public writings.

"These works I have mentioned are some of the foundation-stones of that background which I consider so requisite to a right grounding in business knowledge as that knowledge is stimulated by business reading."

Business consists in more than writing letters. Just for example:

"If a credit man should receive a letter from an important customer asking his advice upon the business situation, it is not only necessary that he should know the best form of construction, and the most approved method of polite business intercourse, but it is fully as important that he should understand the history of industrial depressions. Drawing upon the reservoir of his knowledge he can better describe the business situation and aid his customer with wholesome advice if he has what I described in my last article as 'background.'"

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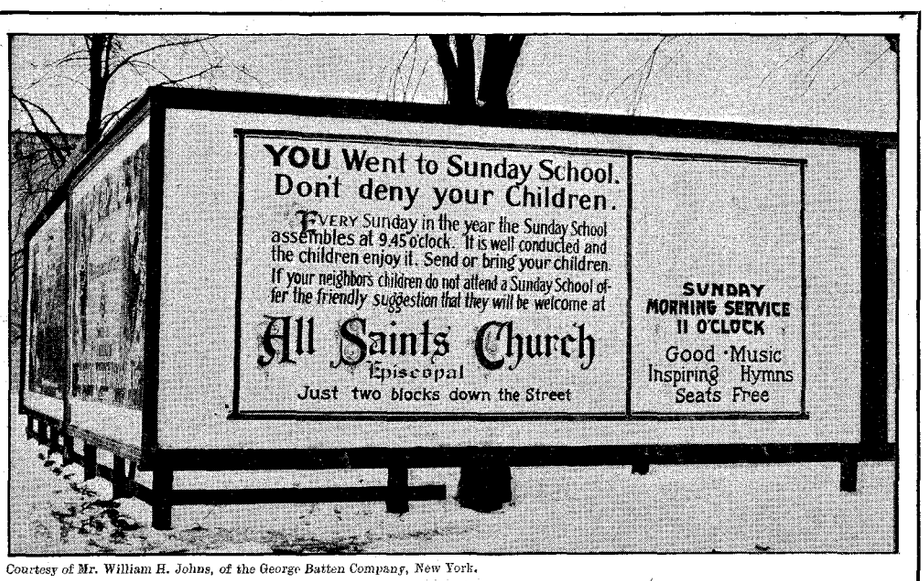
RELIGION-AND-SOCIAL-SERVICE

"SELLING" RELIGION

"IT PAYS TO ADVERTISE" is just as true of the Church as of business, because, as the New Orleans *Times-Picayune* argues, "the same great force that is used with such signal success in making known the worth and importance of purely material things of life will have equal potency in spreading the spiritual truths that underlie the outward manifestations of religion." Churches in Cincinnati, Chattanooga, Columbus, and other cities have taken up the idea with great success, we are told in various accounts, and the conservative Episcopal Church has recently indorsed the principle in two important conferences and launched an advertising campaign. "If cigarets, breakfast foods, life insurance, and motor-cars are susceptible of successful advertising campaigns," suggests the Episcopal Church's announcement of its new policy, why not "the greatest thing in the world—religion?" If authority were needed for the use of this modern method of propaganda, it is found abundantly by present-day writers in the theory and practise of the early church. Church bells, steeples, and varicolored windows were the first forms of outdoor advertising, and, it is said further, "the fathers of Christianity surpassed their age in the field of publicity." In addition, we have Christ's notable injunction: "Let your light so shine before men, that they may see your good works, and glorify your Father which is in heaven."


YOU Went to Sunday School.
Don't deny your Children.
EVERY Sunday in the year the Sunday School assembles at 9.45 o'clock. It is well conducted and the children enjoy it. Send or bring your children. If your neighbor's children do not attend a Sunday School offer the friendly suggestion that they will be welcome at
All Saints Church
Episcopal
Just two blocks down the Street
SUNDAY MORNING SERVICE 11 O'CLOCK
Good Music
Inspiring Hymns
Seats Free

Courtesy of Mr. William H. Johns, of the George Batten Company, New York.

USING A BILL-BOARD TO ADVERTISE THE CHURCH.

Advertising the message of the Church, then, "is like advertising a general commodity, such as bread. Every one needs it. It is 'the bread of life,'" writes Francis H. Case in a "Handbook of Church Advertising" (The Abingdon Press) for pastors and congregations who are inexperienced in "selling" religion. The author quotes largely from professional advertisement writers, experts in publicity, clergymen, and newspaper men, and affords instances in which church advertising has been undertaken with remarkably successful results. Newspapers, posters, billboards, motion-pictures—all offer themselves as legitimate means of advertising the Church, and the same vitality and sincerity which business requires shall be exprest in its messages should be demanded by the Church in its publicity. The efficacy of newspaper advertising, says the writer, was well demonstrated in connection with the Methodist centenary celebration at Columbus. On the advice of William C. Rankin, advertising counselor, every daily paper in Ohio, with the exception of the Sunday editions, was used to advertise the centenary, while at the same time all the sporting pages were given over to write-ups of a prize-fight to be held in Toledo on July 4. It was predicted that the Toledo affair would draw an attendance of 100,000, while the centenary would be poorly patronized. The results showed only 40,000 at Toledo and 125,000 at Columbus.

It is to be remembered, however, that "the goal of church advertising is not the Church. It is not the building of any temporary structure. It is not the making of a name for any one who in the rôle of pastor is guiding the spiritual lives of a church group. The goal of church advertising is identical with the goal of the Church. All advertising must stand this supreme test." Moreover, we must continually remind ourselves that "church advertising is an aid to, not a substitute for, religion."

The Northern Baptists, we are told, expended more money for display in advertising in the spring of 1920 than any denomination ever appropriated before for newspaper and magazine space in one year, and the writer quotes the director of this publicity, Mr. Lupton A. Wilkinson, as saying: "If the results were measured coldly and from the standpoint of money alone, that appropriation would rank as one of the wisest a religious body ever made." The future of church advertising, and the vital need of the Church for its increase, lies, however, far removed from the financial campaign. As Mr. Wilkinson is quoted further:

"Only lack of constructive effort on the part of the advertising profession can delay the day when religion will tell its story from the educational and inspirational standpoint, from month to month and week to week, in the great organs of written salesmanship. A campaign of common-sense sermonizing in the press, on a scale surpassing any industrial display campaign, is certainly within the range of events which the advertising man can bring to pass.

"It is the glory of the Church that the argument of efficiency alone will never convert the Church whole-heartedly to advertising as a major tool. The question which I have had constantly to face in the development of the advertising idea among Baptists is: 'Is it Biblical? Does it follow the basic principles of the New Testament, or is it some material substitute for the proper way of advancing the kingdom of Christ?'

"This attitude is a problem the advertising man must face. If industry had to be sold, painstakingly and with infinite skill, is it not natural that the Church, which feels it has a sacred trust, should demand that it be shown in the matter of ultimate spiritual gain?

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"That which is most likely to hold back the progress of church advertising is the attitude that religion and religious leaders are out of date and that advertising is the *summum bonum* which will save the Church. If a man holds to those beliefs, he should, in justice to himself, his profession, and the Church, devote his energy to some other section of the advertising field.

"For the Church has the divine fire within it. It is the highest expression of the idealistic impulse in man, the spirit of aspiration that distinguishes him from the lower orders. Advertising must, to achieve full fellowship, come to the Church, not with a boast to improve, but with a sincere and humble desire to be of service.

"Advertising owes the Church far more than the Church will ever owe advertising, and if you are skeptical enough to doubt that, note for a while how consistently the unselfish ideal set forth in the Sermon on the Mount illuminates the higher levels of industrial display copy."

"Advertising is a weapon of the Church militant," avers Mr. Case in his book, and "when properly made use of it suggests the presence of missionary zeal. It is not the method of shameless self-exaltation or of wanton intrusion into the shop and market-place. It is, rather, the method of the one in the parable of our Lord who went out into the highways and hedges and compelled others to come in." For instance, "the boldness of Peter on the day of Pentecost is not unlike the spirit of the modern Church that has set its heart upon a campaign of witnessing to the truth of which it is the custodian." As the Cincinnati *Commercial Tribune* states the case, "if this matter of Christianity was vital in the beginning, it must be until the end. If the churches have anything in the way of a worth-while message, they certainly want to get it across. Not too many people can have this most important information spiritually discerned. It is the mission of the Church to get this information to all."

A CONVERTIBLE CHURCH

THE PROBLEM of churching the mountaineer in a remote section of Pennsylvania is to be effectually solved by James R. Mellon, brother of the Secretary of the Treasury, who has conceived the idea of a building which by a shifting of scenes, as it were, will house all denominations at different times and be made suitable for both Catholic and Protestant. For twenty years, Mr. Mellon writes in *The New Era Magazine* (Presbyterian), he has had a summer estate on the top of the Laurel Hill Mountains, eleven miles north of the old town of Ligonier, on the Lincoln Highway, where, because of the distance they must travel, the people are said rarely to attend services. Catholics could go to a church seven miles away, where services were conducted once a month. But churches of other denominations were too far away for the farmers and their families to attend. Confronted with this condition, Mr. Mellon conceived the idea of constructing a building so arranged that it could be used as a Catholic church at one time and a Protestant church at another time. Mr. Thomas M. Rodgers, of Devon, Pa., the architect who restored old Independence Hall some years ago, is the architect of this novel church, the plans of which might well be considered for similar situations existing in other parts of the country. Appropriately enough, the church is to be known as the Church of the Wilderness. Its design is thus explained by Mr. Mellon:

"Imagine yourself sitting in a room 60 by 60 with seats; then, at one side in the middle is an opening about 20 feet wide where the pulpit should be. On the outside of this wall but within the building is a railroad-track with three altars, the same as three cars; the middle one would be Protestant, for any denomination, that is, Methodist, Baptist, Presbyterian, United Presbyterian, or the like. Should it be a day for the Catholics, they, too, would designate the time of their service, this train would be moved along so that the Catholic altar would come in front of this opening where the altar should be. This altar has sliding lattice doors which are locked up by the priest and opened when he wishes to have services, and when his service is over he locks his altar up and goes away. What the Catholics desire is to have their own altar consecrated to their own use. There seems to be no objection to preaching from their consecrated altar to their members sitting in a public hall or church. Then should the Episcopalians desire to have services, their car would be run to the opening and the Catholic car run into a room which just fits it so that it would be entirely isolated and taken care of until they wished to use it again. In like manner, the Episcopal altar would have all the necessary equipment and could be locked up and moved into a recess after being locked up. But at all times, when neither the Catholic nor Episcopal services were being held, the Protestant pulpit would be visible in the church, where Sunday-school services, also preaching of any denomination, could take place. Accommodations in this pulpit are to be provided for the Baptists, and a small lake in front of the church building could be used if they desired baptisms."

THE COUNTRY CHILD'S HANDICAP

THE COUNTRY CHILD receives only half the educational facilities afforded the city child, and, in fact, his struggle for the good things of life, even for mere existence, is so unequal as to demand the serious attention of sociologists, according to a survey made by Prof. Mabel Carney, of Columbia University. The rural school-child, she says, is actually suffering from serious physical neglect despite his more healthful environment. His education depends largely upon untrained teachers and slipshod methods, and the physical defects which make him a dullard in school go practically unattended and often unnoticed. The underlying cause of this distressing situation, so far as the schools are concerned, says Miss Carney, as she is quoted in the New York *Tribune*, is the small salary paid the country teacher. Forty per cent. of the teachers in rural communities receive less than $600 a year, 24 per cent. less than $500, and 11 per cent. less than $400. The United States as a whole is spending $40 for each city child's education. For each country child it is expending $24. Furthermore, there was an actual shortage of 18,000 teachers in the country districts in September, 1920. And of 300,000 rural teachers in the United States, about half have not completed a four years' high-school course, while 10 per cent. have finished only seven or eight grades of the elementary school. One-third of all the rural teachers have had no professional preparation whatever. Less than 2 per cent. are normal-school graduates.

The work of investigating educational conditions in rural districts was conducted under the auspices of the departments of rural education and educational administration of Columbia University, with Professor Carney as one of the leaders in the movement. As quoted in *The Tribune*, she declares indignantly:

"No greater unfairness in the annals of education can be found than the inequality which exists in the rural field. Almost half the school-children of the United States, about 8,000,000, attend one- and two-teacher rural schools. These children receive their education in 210,000 box-car buildings, many of them dilapidated and neglected.

"Their school term averages 137 days a year, as against 184 days for city children. This means that the country child has an elementary-school course of only six years, where the city child, with better teachers, has eight years. In addition, the average daily attendance of the country child is 65 per cent., as against 80 per cent. for the city child.

"In the matter of higher education, a study made by the Bureau of Education shows that the average country child has one-sixth as many opportunities for a high-school education as the city child. It is also estimated that 90 per cent. of country children never go further than the rural school.

"In matters of health the situation is even more serious, the death-rate in rural areas being five times as high as in New York City. Forty-eight per cent. of country children have defective teeth, but only 33 per cent. of city children are so neglected. Twenty-eight per cent. of country children have affections of

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the tonsils and 23 per cent. adenoids, while urban figures are 16 and 12 per cent., respectively.

"In ear defects country children are four times as badly off as city children, while eye defects run 23 per cent. for rural pupils and only 12 per cent. for urban. Sixteen per cent. of country children suffer from malnutrition and generally improper feeding, while only 7 per cent. of city children suffer from similar causes.

"The whole story of the plight of the country school-child may be summed up by the statement that the rural child's chance of getting an education is little better than half afforded the city child. The country boy or girl is getting only about one-half the teaching ability, one-half the health protection, less than half the supervision, and not quite half the efficient administration of his school affairs that is everywhere accorded his more fortunate city cousin."

"DEAD HANDS" IN THE CHURCH

WHETHER "DEAD HANDS" shall in any way control their future policies is a question which is deeply agitating some representative Baptists since the acceptance by their Home Mission Society of a gift of $1,500,000 which may be expended only under certain creedal conditions. The controversy is between the conservative and liberal elements, the former holding that safety lies only in a strict creedal adherence, and the latter fearing that an unchangeable position on doctrine would prevent proper religious growth and result in the fossilization of faith. The question is, therefore, of more than curious interest to other denominations, some of which are occasionally confronted with a similar struggle between the two extremes of thought. The donation to the Baptist Home Mission Society provides that "no part of the income from the gift can be used in paying for the expenses of missionaries or colporteurs who do not believe in (1) the inspiration and supreme authority of the Holy Scriptures; (2) the Deity of our Lord Jesus Christ, his incarnation, his atoning death, his bodily resurrection, and his return; (3) that Baptist churches, composed of those who have been baptized into fellowship on a confession of their faith in Christ as their Redeemer and Lord, are commissioned to make their chief business the evangelization of the world."

Dr. Shailer Mathews attacks the Board in a vigorous article in *The Independent* (New York) for accepting the gift, declaring that there is wide-spread opposition to such acceptance, due, not to the theological views incorporated in the conditions attached to the trust, but to the fact that Baptists have always consistently refused to subject their workers to creedal tests. Dr. Mathews thinks that—

"If all this were simply an expression of divergent theologies it might be the cause for anxiety, tho hardly for apprehension. What we really face, however, is an organized and heavily financed propaganda against the teachings of modern science, the application of Christianity to social reconstruction, together with an attempt to control by the power of money the convictions and the message of the Christian evangelists and preachers. No amount of misrepresentation of opponents as disloyal to the fundamental growth of Christianity can obscure this fact. Evidence of this new movement has been gathering for several years. Its leaders make no concealment of their purposes. College and seminary faculties are being attacked and wherever possible removed under the guise of a loyalty to the Bible and hostility to radicalism."

Another who regards it as unwholesome to accept a gift with such a creedal condition as to its disbursement is Dr. Carter Helm Jones, of the First Baptist Church of Philadelphia. If any of the missionaries or officers of the Home Mission Society departs from this creedal statement in public addresses, we are told, the money is to be withdrawn and given to an institution. So "it is no more than human," Dr. Jones is quoted in the religious press as saying, "that the officials of the institution which would receive the money if the creedal statement is not lived up to, will spy upon officials and missionaries of the Home Mission Society, watching their public utterances and perhaps dragging the Society into the courts in an effort to prove that the conditions had not been lived up to." In this connection, the attempt of the so-called Fundamentalists to prevail on the Baptists to formulate a creed to check "the growing liberalism" among Baptist educators and ministers is met by Dr. Jones with these objections, as quoted in *The Reformed Church Messenger*. Such a creed should not be adopted, he says—

"1. Because a creed fetters thought, stagnates investigation, fossilizes faith, and 'marks the place where somebody got tired of thinking.

"2. It impresses external authority upon a free spirit, and a Baptist objects to any pope, bishop, or council who comes to him and says, 'You must do so and so.

"3. It gives dead hands control over living people. Why should religion be static when everything else is progressive? Why should colleges, which keep abreast of the times, have creedal tests attached to them which enable a dead hand to pull them back and sepulchral voices to cry, 'Stop!'

"4. A creed promotes inquisition, giving some people a right to sit in judgment upon their brethren, carrying with it the danger that men will be afraid to write or speak what they think, lest they be attainted for heresey, and the heresy-hunter shall be abroad in the land.

"5. It leads to casuistry and to intellectual, if not moral, dishonesty.

"6. The adoption of hard-and-fast creeds shows a lack of faith. Does the truth need a chaperon? Why not trust truth without any penalties? Are we not to trust our children, even as our creedless Baptist ancestors trusted us? It is, moreover, a lack of faith in God. God doesn't need a fence built around him. Who shall define God? Shall it be the creed-makers?

"7. It violates our noblest Baptist traditions. Creedless, we have welcomed men and women of every variety of opinion. Shall we now cease to trust each other? A committee has been appointed to investigate our Baptist universities and colleges. I do not know what they will report, but I know that if we close the door upon their Baptist inheritance and shut out the sunlight from the hills, 'Ichabod' will be written over our portals."

The statement of belief on which the gift is conditioned seems innocent enough in this particular case, thinks *The Baptist*, official organ of the denomination, but "its practical effect would depend upon the attitude of the men whose duty was that of interpretation and who might conceive it in such a way as to destroy or nullify the educational or social work of the denomination." On the other hand, *The Watchman-Examiner*, of the same denomination, is frankly glad that the donor of the gift had the courage to attach such "conditions, so sane and so Scriptural, which are the accepted views of an overwhelming majority" of the Baptists. Usually, it admits, "gifts should be made unconditionally, because our societies can be trusted to administer our money in the fear of God; but in this day of doubt and unbelief, we are glad to have the issue raised, and to have one of our great societies put itself on record as standing for the very things for which the noble men stood who founded it years ago." As for "the creedal test bugbear,"

"The donor was not attempting to establish a creedal test; he was simply insisting that the Home Mission Society should not use his money in supporting missionaries who do not believe in the great Christian verities.

"Inquiry into a man's beliefs is no violation of the principle of soul liberty. The vital question is, shall our societies have doctrinal standards by which to judge of the fitness of candidates for missionary work? As a matter of fact, we have such standards now, tho they are unwritten standards. Which of our societies would send out a missionary who denies that the immersion of a believer in water is the only Christian baptism? Now, as a matter of fact, is it not even more important that a man shall believe in that which baptism pictures forth and signifies?"

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CURRENT - POETRY

Unsolicited contributions to this department can not be returned.

THE reverence of the feeling of these lines, and the reticence from more definite expression give them a religious value for readers beyond the sphere of the London *Outlook*, where they first appeared:

O HAND UNSEEN

By Edward Davison

O hand unseen be gentle and kind to me,
Touch me in desperate hour
When I forget thy guidance; tho I be
Impatient of thy power
Yet doth my heart elect
To turn along that way thou dost direct
To meet the ultimate end,
Content on thee, thee only, to depend.

Put forth thy healing fingers: close mine eyes
When on the hill of sleep
I slip entangled in my memories,
And weep, or seem to weep,
Because of those uptorn—
O not alone the rose but even the thorn
That has her beauty, too,
Far lovelier than ever yet I knew.

Wake me with urgent influence to the sun,
With Sleep's dark summit past,
And when the happy morning is begun
Be visible at last.
Descend in mantling light
Below the clouds till I behold thee bright
Where thou dost intervene
And bless me with thy peace, O hand unseen!

POETS paying compliments to each other always furnish an edifying sight especially when they don't wait to make them elegies. For some such reason *The Nation* (New York), doubtless, offers us this:

TO CARL SANDBURG

By Amy Lowell

I think I am cousin-german to Endymion,
Certainly I have loved the moon a long time.

I have seen her, a faint conceit of silver,
Shooting little silver arrows into a marsh pool at twilight.
I have seen her, high, round, majestic,
Making herself a jewel of fire out of a sea bay.
I have seen the morning moon, grievously battered,
Limping down a colored sky.
To-night I saw an evening moon
Dodging between tree-branches
Through a singing silence of crickets,
And a man was singing songs to a black-backed guitar.

To-day I saw a country I knew well but had never seen.
A country where corn runs a mile or more to a tree-line,
A country where a river, brown as bronze, streaked green with the flowing heads of water-plants,
Slips between a field of apples and a field of wheat.
A country where the eye seeks a long way
And comes back on the curve of a round sky,
Satisfied with greens and blues, tired with the stretch and exhilarated by it.

The moon stops a moment in a hole between leaves
And tells me a new story,
A story of a man who lives in a house with a pear-tree before the door,
A story of little green pears changing and ripening,
Of long catalpa pods turning yellow through September days.
There is a woman in the house, and children,
And, out beyond, the corn-fields are sleeping and the trees are whispering to the fireflies.
So I have seen the man's country, and heard his songs before there are words to them.
And the moon said to me: "This now I give you," and went on, stepping through the leaves.
And the man went on singing, picking out his accompaniment softly on the black-backed guitar.

WOMEN of Scotland propose evidently no longer to model their habits on the morals of the old ballads. The August *Century* gives us the spirited revolt of one who has a mind to her own way of life and thinks her suitor, who wishes to make her over, would do well to change to her way of thinking:

THE PRINKIN' LEDDIE

By Elinor Wylie

The Hielan' lassies are a' for spinnin',
The Lowlan' lassies for prinkin' an' pinnin':
My daddie w'u'd chide me, an' so w'u'd my minnie,
If I s'u'd bring hame sic a prinkin' leddie.
—Old Ballad.

Now haud your tongue, ye haverin' coward,
For while I'm young I'll go flounced and flowered,
In lutestring striped like the strings o' a fiddle,
Wi' gowden girdles aboot my middle.

In your Hielan' glen, when the rain pours steady,
Ye'll be gay an' glad for a prinkin' leddie,
When the rocks are all bare an' the turf is all sodden,
An' the lassies go sad in their homespun an' hodden.

My silks are stiff wi' patterns o' siller,
I've an ermine hood like the hat o' a miller,
I've chains o' coral like rowan-berries,
An' a cramoisie mantle that came frae Paris.

Ye'll be glad for the glint o' its scarlet linin'
When the larks are up an' the sun is shinin';
When the winds are up an' ower the heather,
Your heart'll be gay wi' my gowden feather.

When the skies are low an' the earth is frozen,
Ye'll be gay an' glad for the leddie ye've chosen;
When ower the snow I go prinkin' an' prancin'
In my wee red slippers, were made for dancin'.

It's better a leddie like Solomon's lily
Than one that'll run like a Hielan' gillie
A-linkin' it ower the leas, my laddie,
In a raggedy kilt an' a belted plaidie.

POLITICAL quarrels in England furnish more than Mr. Punch with subjects for satire. The *Westminster Gazette* (London) gives these reflections on one that has achieved international celebrity:

TANTAE-NE ANIMIS!

By R. M. F.

The *Times*, it seems, Lord C. doth rate
An Oriental potentate,
Who holds all lesser folk as null,
And deems himself The Great Mogul.

It may be true. If so, what then
About the *Times's* own Lord N.,
Who, judging by what some aver,
Himself's Olympian Jupiter?

It makes one think, it makes one smile,
To hear this Lord that Lord revile
—The despot of Olympian rank
Accuse the mere Mogul of swank!

Yet what know we, poor earthen clods,
Of wars between Moguls and Gods?
Ours but to stare at scenes like this,
And gasp, "*Tantae-ne animis . . .* ?"

WALTER DE LA MARE is one of the English moderns about whom plays the spirit of cult. This specimen from the London *Spectator* shows, perhaps, that he is not unworthy of the admiration of his chosen few:

A SIGN

By Walter de la Mare

How shall I know when the end of things is coming?
The dark swifts flitting, the drone-bees humming;
The fly in the window-pane bedazedly strumming;
Ice on the water-brooks their clear chimes dumbing—
How shall I know that the end of things is coming?

The stars in their stations will shine glamourous in the black;
Emptiness, as ever, haunt the great Star Sack;
And Venus, proud and beautiful, go down to meet the day,
Pale in phosphorescence of the green sea spray—
How shall I know that the end of things is coming?

Head asleep on pillow; the peewits at their crying;
A strange face in dreams to my rapt fantasma sighing;
Silence beyond words of anguished passion;
Or stammering an answer in the tongue's cold fashion—
How shall I know that the end of things is coming?

Haply on strange roads I shall be, the moorland's vague around me;
Or counting up a fortune to which Destiny hath bound me;
Or—Vanity of Vanities—the honey of the Fair;
Or a graybeard, lost to memory, on the cobbles in my chair—
How shall I know that the end of things is coming?

The drummers will be drumming; the fiddlers at their thrumming;
Nuns at their beads; the mummers at their mumming;
Heaven's solemn Seraph stooped weary o'er his summing;
The palsied fingers plucking, the way-worn feet numbing—
And the end of things coming.

SOME poets resent being used merely to fill a magazine page. *Poetry* can not be accused of making such use of this, tho in such manner it serves our purpose. Our readers will be just as grateful:

IT VANISHED

To C. A. B.

By Grace Hodsdon Boutelle

Can it matter to you and me
Where the hurrying years have fled,
Since they told me you ceased to be,
Since the day when they called you dead?
Death? As a cobweb spun
By night on the dew-drenched grass,
It vanished . . . I saw you pass
With your face to the rising sun.

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The Charm of Your Smile Is in Your Teeth

With the sparkle of clean white teeth missing from the mouth of the mask, the joy and the charm of the smile is gone. The slightest contraction of lips to hide teeth that are not white and clean destroys the charm of a natural smile.

If your teeth are subject to decay, look to the cause. Perhaps it is "Acid-Mouth," the condition responsible for so many bad, ugly, painful teeth. Pebeco Tooth Paste will cleanse and whiten the teeth and counteract "Acid-Mouth." Regular use of Pebeco, night and morning, will help you keep your teeth and gums fresh and healthy, and tend to check the destructive work of "Acid-Mouth."

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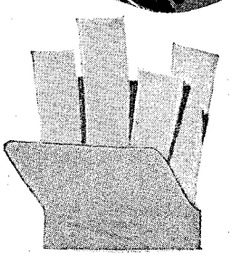

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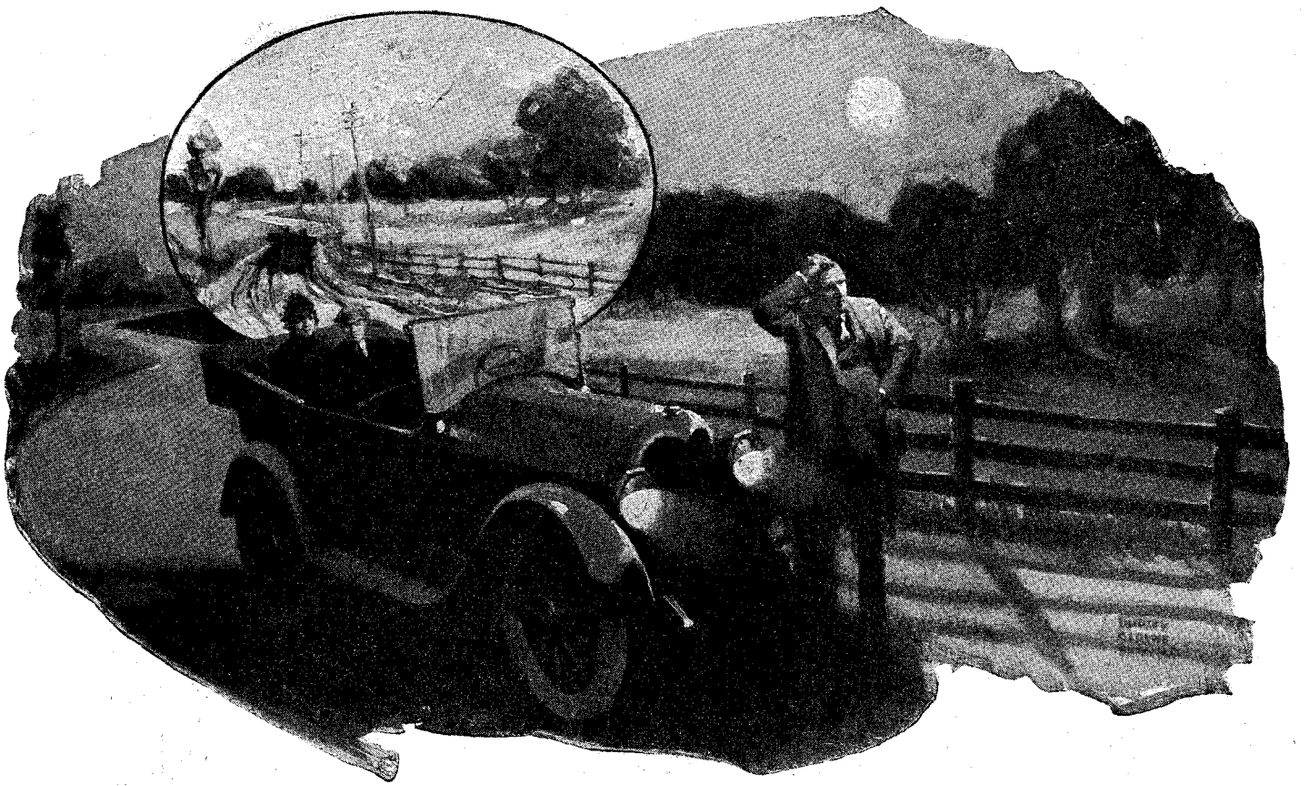

When Ed Wetherbee got lost a mile and a half from home—

"That's funny!" he exclaimed. "There's Bill Preston's old barn, but what's it doing on *this* fine road? It used to be on the bumpy old road that runs past my home.

"By George! it *is* our road. No wonder I felt lost—just look at the way they've changed it."

After a long absence, Ed Wetherbee was on his way back home for a visit. He had always looked upon run-down roads that were either dusty or muddy all the time as characteristic of his home town. Now he could hardly believe that he was home.

The next day he heard the story of "Fairport's" great step forward. Smooth, dry, dustless Tarvia roads radiated in every direction. Road traffic had increased tremendously. The farmers got their loads to town quickly and easily and were more prosperous. The local stores were doing more business. Property values had gone up. A fine graded school had been built. There was hustle and bustle everywhere.

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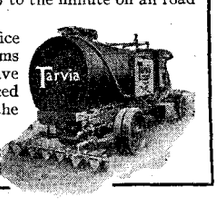

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PERSONAL GLIMPSES

"CARUSO IS NOT DEAD"

THE BAD NEWS FROM SORRENTO was carried by a newspaper reporter into New York's Little Italy. Nobody would believe it. Caruso dead? "A shrug of the shoulders follows a blank stare," reports the newspaper man; "black eyes, almost hostile at first, soften to a friendly pity. 'Do you believe that! Why, I saw him in the pictures Sunday. He looked fine; he is not dead!'" Authorities in the world of art and opinion agree that Caruso is not dead, at least not in the sense in which so many great singers have died before, since his golden voice, at least, is given immortality in wax records.

Little Italy is more literal-minded. The Italian fruit man on Mulberry Street, the "stern-visaged Roman matron ladling out pickles from a tub," the Neapolitan barber who hums one of Caruso's airs while he clips and scrapes—all agree that the great singer can not possibly be dead, that he will soon come back to America. Even when the first newspaper extras appeared, bearing the announcement in huge black head-lines, Little Italy was irritated rather than convinced. One excited Italian, a barber by vocation, by avocation a music-lover, tore a bundle of the extras from a newsboy and threw them in the gutter, shouting that the reports were lies, all lies, that such art could not die. That is the burden of their refrain, writes the investigating newspaper man in the New York *Evening Post:*

He will come back. Can any one with such a divine gift die? Art is immortal, and that golden voice will go on singing forever. Just as the followers of Friedrich Barbarossa believed against all testimony to his death that their Emperor was sitting in a cave on the mountainside with his crown of gold and his long red beard, waiting, waiting for the day to come to return once more to the faithful, so the heart of Little Italy will not be swerved from its allegiance to its idol. He is not dead. He will come back.

It is the same everywhere, in the *pasticcerrias*, the *panetterias*, and the *trattorias*—either cold suspicion as to the possible motive of spreading such a false report or polite but unchangeable belief that Caruso is not dead, but will return.

"He is in Italy," said a young woman; then turning to an old woman who sat by her, white-haired, black-eyed, and with a face like carved ivory, she said something in Italian rapidly. The old woman, who had been sitting impassive, staring out with unseeing eyes on the confusion about her, slowly shook her head and turned to look at the speaker; then in a deep, guttural voice she spoke a few words in Italian.

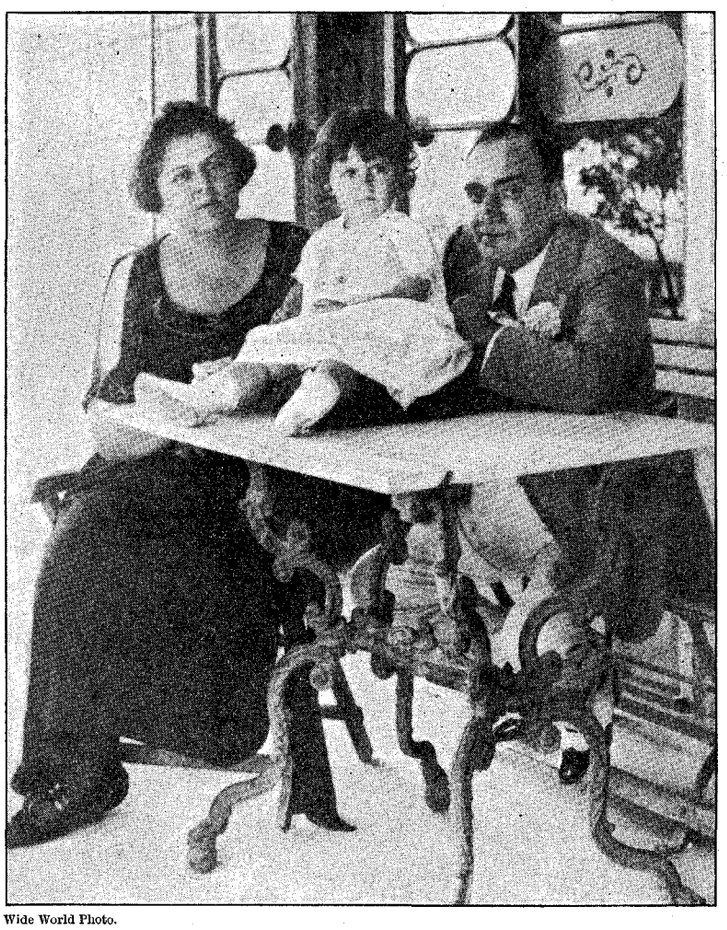
"See," cried the young woman triumphantly, "she says so, too; she has heard him. He will come back; he is not dead."

The man in the music-store, who has the name of Caruso displayed everywhere, turned scornfully to a large phonograph for his answer and put on a record of Caruso's making. "You will hear him again," he said; "he will make many more records, but none more beautiful than this."

In a café several polite patrons held tiny cups suspended in deference to the entrance of a visitor, but there was no trace of belief on their dark, handsome faces. A game of cards had been in progress and the winner was counting his winnings with a languid air of bored acceptance. "Caruso! Ah, yes! We know him. No, he is not dead. Only last Sunday we have seen how well he is in Italy, But he will return."

The winner pocketed his money, took up his tiny cup with grace, and added his confirmation to this view of affairs with a fine shrug of the shoulders and a gesture of outspread palms all at once.

"Some people believe everything," he said with charming accent, "but it is not good. We know Caruso will come back."



Wide World Photo.

WHEN HE WAS "ALMOST WELL AGAIN."

For some time after his return to Italy, Caruso seemed to have recovered. He is shown here, with his wife and daughter Gloria, on the hotel balcony in Sorrento, overlooking the Bay of Naples. The picture was taken not long before the fatal attack which ended his life on August 3.

Another courier, not a foreign newspaper man but a true Italian and therefore more trustworthy, carried the same news into Little Italy and found more credence for it. The courier was Giuseppe Vantresca, a native of Naples, who bought an afternoon paper extra, as the story goes in the New York *Call*, then "turned his produce-laden truck around and sped home with the bad news to the old mother, who knew the great Caruso when he was an infant." The bad news traveled fast:

Barefooted urchins, deserting the water-flooded gutters where a fleet of cigar-box boats was sailing, spread the report up and down the streets.

Fruit-venders left their stands, merchants forgot their customers, and joined the old and the young in a procession to the tenement where the lone paper had already been torn to pieces by the anxious people.

Old women, with skirts knee-high, paddled through the pools

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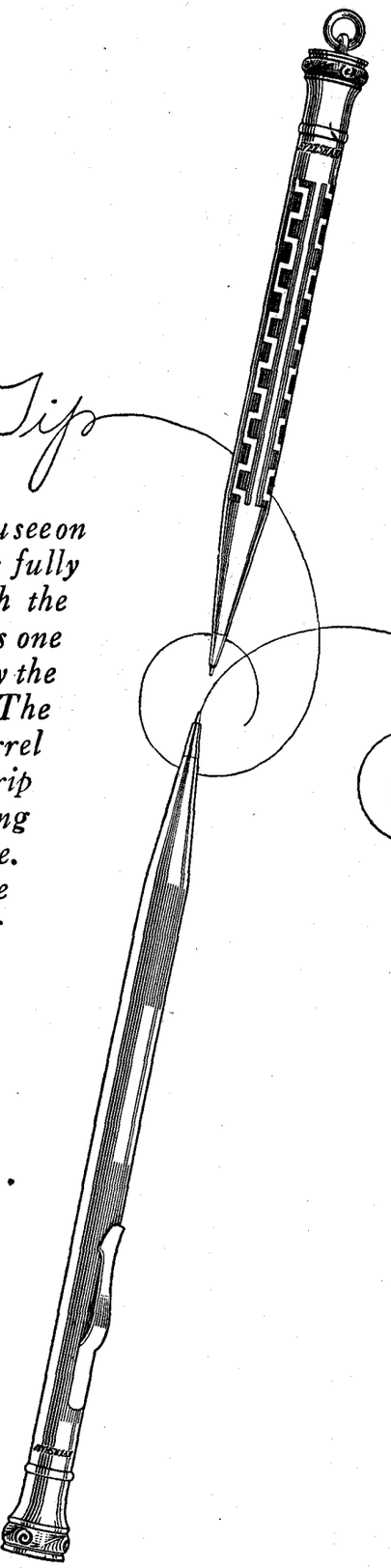

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of water in the street to two big rubber-coated Irish cops who stood under a protecting awning at Sullivan and Prince streets.

"Is Caruso dead?" they asked the two big coppers, who have come to be accepted as the official bureau of information in the settlement.

"That's what the papers say," they were told.

Then the tears came.

"Better wait a while. Maybe it's just a report," the coppers said, and the old women took new heart. They went back to the hallways of the tenement, where they stood in anxious groups, or up to the top floors, where they leaned out the windows, waiting to hear the news.

When the streets were swarmed with a regiment of newsies bawling "Extra!" in tones that echoed off the buildings, hope vanished, and Little Italy turned itself over to mourning.

The newsboys sold out without moving a step. The old folks of the settlement, to whom English meant nothing, bought papers and had the news interpreted to them by the youngsters.

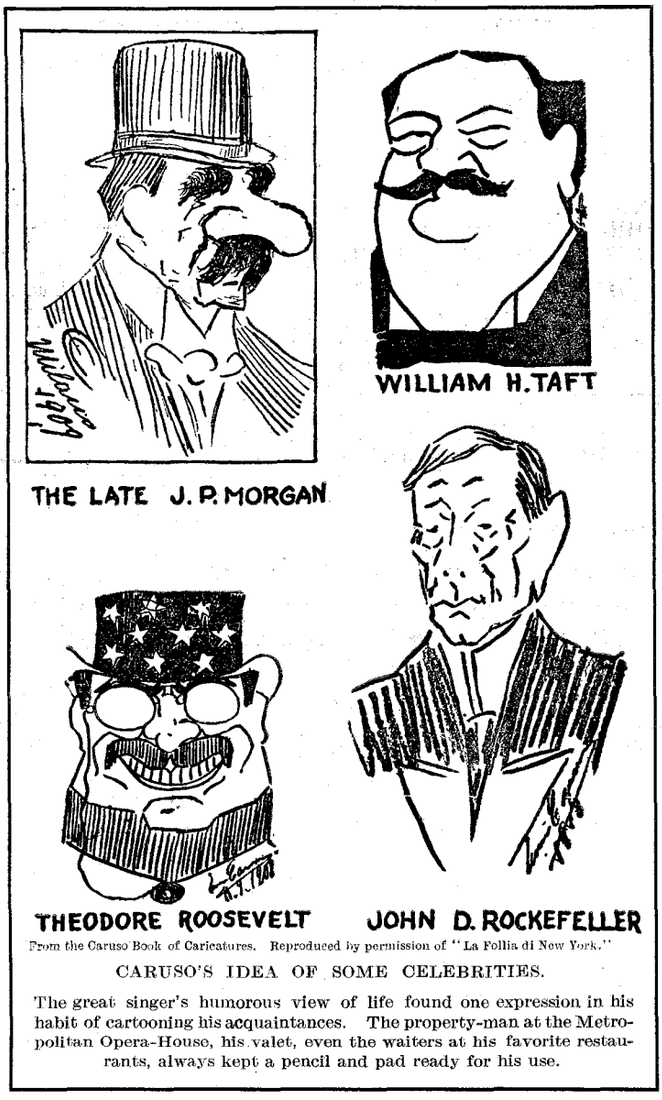
They exprest themselves in Italian wails. They crossed themselves, said a prayer for the dead, and then trudged home through the water.

In Tony Pizzard's pool-room on Houston Street the youths and the old men gathered.

"The one grand Italian is gone. Great as Christopher Columbus, greater than all others," mourned the old weather-beaten fruit-dealer from the corner.

"It's good he die in Italy if he havva to die. He belong to Italy," mourned another.

Others recounted, with a glisten of the eyes through restrained tears, of the many times that the great Caruso had visited Little Italy, how the baskets had come to the poor and the sick around Christmas time from the great Caruso, how little Pietro Cagna, the singing bootblack from Sullivan Street, had been sent to Italy by the great Caruso to learn to be a great tenor.



From the Caruso Book of Caricatures. Reproduced by permission of "La Follia di New York."

CARUSO'S IDEA OF SOME CELEBRITIES.

The great singer's humorous view of life found one expression in his habit of cartooning his acquaintances. The property-man at the Metropolitan Opera-House, his valet, even the waiters at his favorite restaurants, always kept a pencil and pad ready for his use.

At the Metropolitan Opera-House, whose entrances were heavily draped in black, functionaries of high and low degree were recalling stories of the dead King of Tenors. They told of his generosity, his bubbling humor. Emil Seidl, for many years technical director of the Metropolitan, has gathered several anecdotes, which are presented, with many others, by the New York *Times*. A typical Caruso trick, Mr. Seidl said, was "to noise it about that he was eagerly looking for a certain person." This person would find it out and immediately drop whatever he was doing to see what Caruso wanted. Then—

Caruso would see him coming and stroll unconcernedly away as tho this man were the last one in the world he had wanted to see. Then, when the man finally caught him, he would say happily, "Why, hello! I just wanted to see you, that's all."

The tenor had many ways of his own for drawing attention behind the scenes—ways which seem strange for a man who could command the attention of thousands with a single note of his voice. He would snap at his ear with one finger and manage to produce in this way a loud, popping noise. One of his favorite laughter-getting tricks was a way he had of rolling up one ear in a tight coil and then letting it unroll slowly and finally straighten out into its natural position. This trick he would perform in the most unlikely places, delighting in putting a strain on the composure of the supers, who, in full view of the audience, were constrained to remain serious, while he, carefully concealed from the audience, was making the ear go through its antics.

It is said that none of the chorus ever moved while Caruso took curtain calls, so interested were they in observing him. He would go out and bow, and, the instant he was back of the curtain, cut a few capers, snap his fingers, or make funny faces. The last time he answered a curtain call in "Samson," he grasped the hands of the little boy who takes a part in that opera and danced an improvised ballet in the wings. Then, when the applause became persistent, he showed himself before the curtain again.

Some other side-lights on the character of the singer are credited to Frank Garlichs, treasurer of the Metropolitan Company. He began his reminiscences with the story of Caruso's Christmas customs:

At the last performance Mr. Caruso gave before Christmas he would play Santa Claus. Two years ago he filled a big soup-plate with $5, $10, and $20 gold pieces, and between the acts and after the performance he walked around, giving them to everybody he passed. He stopt the ballet-girls on the stage, and the stage-hands, and gave them his presents. Finally, when he saw that he could not get around, he called in an assistant Santa, his secretary, Mr. Zirato, who helped him. We used to receive all sorts of mementoes from him — scarf-pins, watches, pens.

Once a member of the company died and left his family in hard straits. Caruso saw the contribution-list that was to be circulated to help them and signed it first of all for $500. Then the rest of us came along with our twenty and thirty and fifty. That was always the way. He was first in anything charitable. A member of the staff once started to purchase some property, but did not have the money to complete the transaction. Somehow Caruso must have heard of it. He called the man into his dressing-room and lent him the amount without further parley.

The telephone girl, whom Caruso has well-nigh immortalized with a cartoon in his book, sits just inside the stage door of the house, and all the artists pass her as they come in. Caruso was especially entertained by her laugh. He would always come prepared to greet her with his best comical expression so as to produce her finest laughter. Finally, one of her performances pleased him so much that the next day he presented her with a new spring bonnet. A bonnet in exchange for a laugh! Why not, if it pleased him to hear her?

Apparently nothing could interfere with his playing Santa Claus on Christmas. In the last performance he ever gave, "La Juive," on Christmas eve of last year, those about him could see the agony beneath his make-up as he struggled with the pains that were already torturing him. As part of his costume, he wore a big money-pouch. No one thought that he would remember his old custom, sick as he was, but at the first chance he began passing out his gold pieces. At the end of the first act, Rothier, the basso, caught him as he seemed about to fall and carried him off the stage. His chest was tightly bound with plaster, and in the great efforts he made that night he had

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actually burst the bands about him. But he did not forget to play Santa Claus!

While he was convalescing from his series of operations he received hundreds of letters from all parts of the world. A friend who called upon him found these letters all being filed carefully away. "Aren't you going to answer them?" the friend asked. "Surely!" answered Caruso from his bed, "but I must answer them myself. I can not merely send a form letter to those who wish me well. And I must answer the children's first of all."

Caruso's fortitude in the face of misfortune has been related again and again, notes the gatherer of the *Times* anecdotes, yet his friends never tire of repeating it. At the end of a performance of "Tosca" about three years ago we are told:

The tenor faced the sham firing-squad and at the crack of the guns fell "lifeless" to the ground. Not a sign did he give that anything unusual had happened, but when the act terminated, which it does fortunately very shortly after that climax, it was discovered that he had struck his nose and crusht it. The surgeon was immediately called, and, as he wiped the blood from the singer's face and drest the wound, tears of pain ran down his cheeks despite himself. Yet his spirits were not to be dimmed, and those who were near him reported that he said, "Well, at least I will not have to worry about singing through my nose for some time."

On another occasion he came into the Opera-House to sing at a special matinée. It was a stormy afternoon, and only the name of Caruso on the bill could have made the crowd brave the weather. Because of threatening symptoms of illness, the attempt was made to dissuade him from giving the performance. He seldom inquired about the house, but this afternoon he asked, "Well, are we crowded?" He was told that the house was three-quarters full. And he answered, "Then I am going to sing. These people came through the rain and wind to hear me, and nothing can stop me from going on."

Caruso was very fond of New York, as is mentioned by many of those who bring a final tribute of some story or anecdote connected with him. The other cities seemed to him provincial—

And if he had some little inconvenience in another big city he was known to say, "That's all we can expect in the provinces." For eleven years he lived at the Knickerbocker Hotel, where he occupied for five or six months each year an eighteen-room suite, which had been altered into eight rooms on plans based upon sketches he had made himself. He planned a special room for his wardrobe, which he never kept at the Opera-House, but had ready at hand near his own rooms in case some mood tempted him to don one of his many costumes. With him were always his secretary and two valets. On his return from his European trips he often brought back with him one or two of his countrymen whom he had picked up somewhere and whom he fathered while they remained in this country.

His dwelling was not a hotel to him. His warm temperament made the great building and the many who lived in it a home to him, and home he called it, and felt himself a member of the hotel family. James B. Regan, head of the hotel, was to him "papa" and Mrs. Regan was "mother." He heard the news that the hotel was to become a business building while he was on a tour in Cuba, and felt the loss as deeply as another man would feel the destruction of his own house. On first learning that he could no more return to the hotel, he cabled to Mr. Regan:

"Informed by press of sale of Knickerbocker. Am very glad for your business, but very sorry for me. Never thought I was going to be put out from my place and my family. Hope you will still consider me as one of your boys. To you and mother my deepest affections. Caruso."

He could not get the thought of moving out of his mind, and five days later cabled again to Mr. Regan: "Can not resign from thought that I shall have to leave place and people who were part of my own self. Lots of affection for mother and you. Caruso."

"He always had his own table reserved for him in the main dining-room," said Mr. Regan, "and ate luncheon after having taken his morning walk. It seemed that he could not get through a meal without the spice of drawing a caricature of some one near him. For this reason, it was the custom of the *maître d'hôtel* to have a pad and pencil always placed at his table.

"His lovable ways earned him the same place among the employees of the hotel that he held at the Opera-House—not only his generosity, but his consideration for others. Sometimes when he wanted to see me, he would first send down his secretary, who would ask if Mr. Caruso could speak to me over the phone without inconveniencing me. At that, I would go up-stairs, and after we had finished the business he would talk to me about the letters he had received. 'Look at that one, papa,' he would say. 'Is that not an irresistible appeal? I must do something for that poor man.' "

James Huneker, the critic, wrote an obituary for Caruso when the singer seemed near death, nearly a year ago, and himself died before Caruso's recent death made the publication of the delayed obituary timely. Huneker has a characteristic chapter, called "Caruso on Wheels," in his book, "Bedouins" (Scribners). After telling how he arrived in Philadelphia on the Opera Company's special train, Mr. Huneker continues:

"And then something happened. Not far from us a circle of spectators enclosed as a focal point the natty person of Enrico Caruso and a Red-Cross girl. Evidently curiosity had ascended to the blood-heat mark of the human thermometer. With difficulty was the mass kept from swamping the border of safety and, literally, embracing the well-beloved Italian tenor. What was he doing in such a place at the uncanny hour of 2.30 P.M.?

"Singers operate their throats all night and sleep out the daylight. It was not difficult to guess that he was going to Philadelphia on the Metropolitan Opera-House special, which, during the season, leaves every Tuesday at 2.54, returning some time after two o'clock the next morning. The present intermezzo piqued my interest. I shouldered my diminutive frame through the mob, exclaiming, 'Tickets, please,' and because of this official camouflage soon reached the center of attraction. Attired in garb of fashionable hue and cut, Signor Caruso held earnest converse with a pretty Red-Cross nurse, whose face beamed with joy. Something had been given her which pleased her sense of the fitness of things, and later I heard that Caruso had enrolled the names of his two sons as members of the Red Cross Association; both lads were then fighting in the Italian Army; Caruso is patriotic.

"'Say, ain't dat guy Caroos?' was asked of me by one of the chaps at the newsstand. 'Doesn't he get $10,000 a night?' he further queried. 'More,' I replied. 'Well, he don't look it,' came the unexpected comment. Young America thus paid tribute to the absence of fuss and feathers in the personality of the singer. It is true Caruso does not look like the typical tenor of Italian opera, nor does he behave like one. There he was, happy as a boy out on a lark, the dingy December day not depressing him, and his spirits so high that we expected him to waltz with that gentle nurse on the finest dancing esplanade in the world. Nor did the young lady seem averse from the diversion. To the disappointment of the crowd—by this time grown to monstrous size—Caruso did not dance, contenting himself with lustily caroling a basketful of precious high notes as he descended to his drawing-room car. Manager Gatti-Casazza would have shuddered if he had been present. His supreme vocal planet prodigally wasting his golden wing in a hall bigger than the Metropolitan Opera-House and no box-office in view! Besides, it was flying in the face of nature. Tenors always bundle up to the eyebrows; they do not speak, much less vocalize, and usually are as cross as the proverbial bear. Caruso, who has defied doctors and vocal hygiene since he opened his magical mouth, is a false beacon to other singers. His care-free behavior should be shunned by lesser men who attempt to bend the bow of this great singing Ulysses.

"But Caruso is careful about tobacco. He does not enter the compartment where others smoke. He prefers the odor of his own choice cigarets. I never saw him without one, either in mouth or fingers. The despair he is of any throat specialist. He sits in company with his old friends, Signor Scognomillo, otherwise the Man-Mountain. Sits and smokes. He is to sing and so he doesn't talk, only smokes, or makes caricatures. Returning is another tale. In hilarious mood, he orders *carte-blanche* supper for the chorus. He plays pranks on his fellow passengers. Even that most potent, grave, and bearded signor, Manager Gatti, is forced to smile. Caruso is irresistible. He recalls the far-away days when he sang two operas every Sunday in the Teatro Mercadante, at Naples, or the good old summer time at Salerno, when, during *entr'actes*, he would drop a string from his dressing-room window and draw up the fond prize—sardine and cream-cheese sandwiches. He was thin in those youthful days, and thin boys always have hollow legs that must be filled. Prosperity has not spoiled Caruso. He is human and tolerant, with a big heart, and he is devoid of professional megalomania. In common with oldsters I have railed betimes at altered musical tastes and often declared that in the days of my youth there were better singers. I still abide by this belief. There were vocal giants in those days; but there was not Enrico Caruso."

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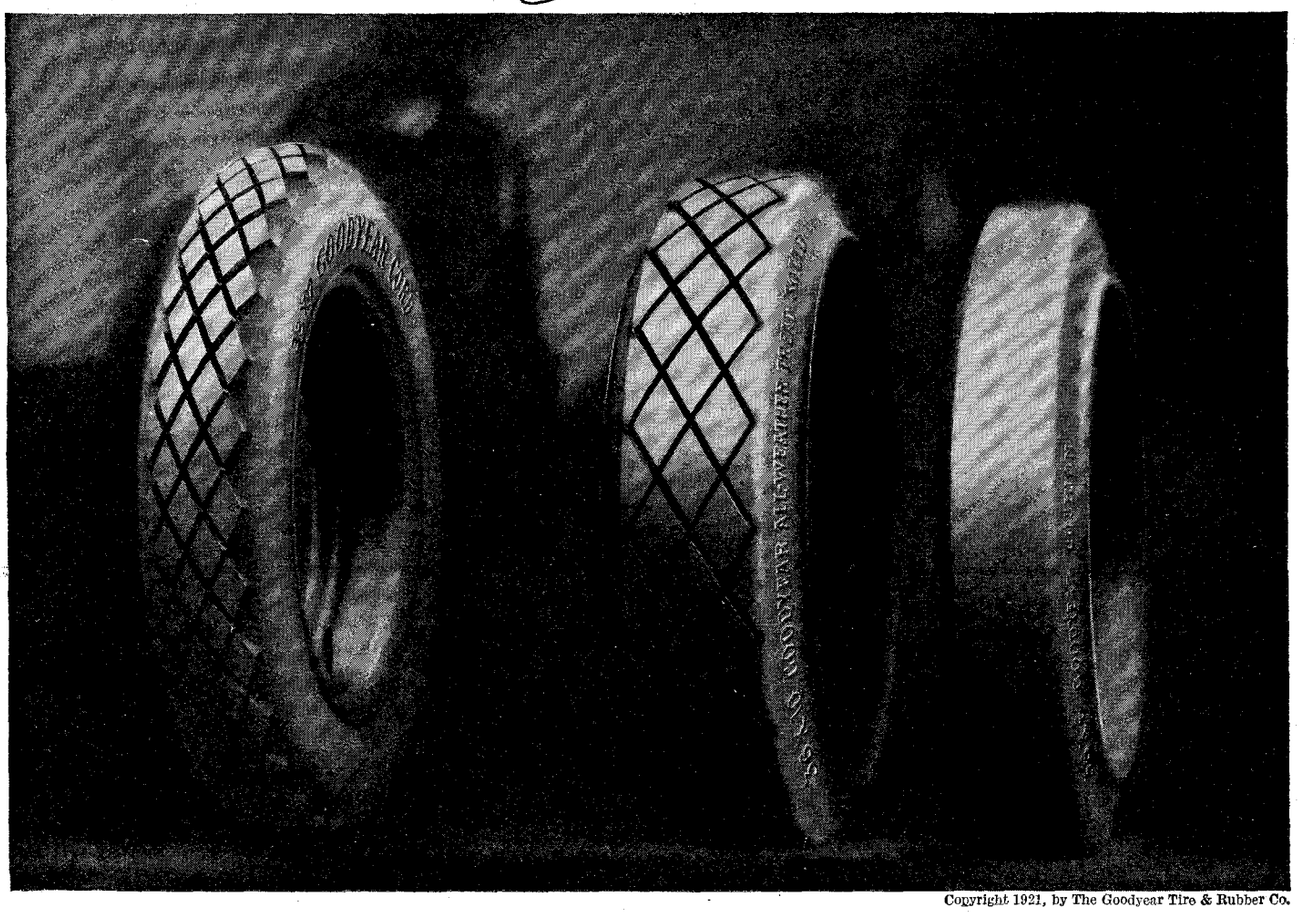
GOODYEAR



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HOW CHARLIE HELPED JOHN WIN THE WAR

THEY HAD BEEN CHARLIE AND JOHN back in Lincoln, Neb., and they were still Charlie and John when they met again in France, the one as chief purchasing agent and in charge of supplies, and the other as General commanding the American Expeditionary Force. It was John who directed the big machine, but it was Charlie who eased it, and greased it, and fed it so that it never failed to go "over the top." In Washington one day, when they were sitting talking together of the great moments to come, a friend remarked that Pershing would become the great hero of the war, etc. John answered, says Brig.-Gen. Charles G. Dawes in "A Diary of the Great War" (Houghton Mifflin Company): "Tell me one man who started in this war in supreme command who lasted. What I am going to do is simply the best I can, and there is nothing in what you say worth thinking about." But John did last and fulfilled his friend's prophecy, and when Charlie saw him again in France, he wrote that John was "the man for this emergency. He has an immense faculty for disposing of things. He is not only a great soldier, but he has great common sense and tremendous energy." John, in turn, recognized the ability of friend Charlie, and, in the latter's own words, made him "an important element in the war." Thus the two worked together like old war-horses, each taut in his traces and pulling hard.

General Dawes was eager to learn, and he soon found, he says, that "humbleness and naturalness are the great protection against ignorance. I feel that I learned much in military life from the beginning by letting those 'who knew' know that I did not know, but that I wanted to learn. This was especially the case in my association with English officers. To 'put on a front' because of my rank would have condemned me to perpetual ignorance, and so I sat at the feet of my inferiors in rank constantly, and will continue to do so in order to acquire knowledge." Friends were made quickly, and General Dawes's refreshing spirit of *camaraderie* was quite understood when, instead of using "Your Excellency" in addressing the Belgian Minister of Finance, Mr. Van de Vyvere, whom he had known before, he called him "Boss," saying that this was "the American way of conveying an idea of companionability and good-fellowship as well as authority." The diary is full of rapid-fire commentary, and shows how busy General Dawes kept himself as well as how he sometimes felt about things, as, for instance:

In the flush of victory after the war when only the more spectacular things or strategical things are remembered by the many, the memory of mornings like this will recur at least to me; for they indicate the quicksands that are ever under the feet of those in high responsibility. If they cross them, the world acclaims them. If they sink, the level landscape of the future will be unmarked by the evidence of their fruitless and heroic struggle. So in the advance, so in the rear. So with life and in battle; so with reputations both at the front and in the rear, which must support the front.

Unquestionably the French and English desire to dissipate the American Army to a large extent. While John is at the front, an attack is being made on his management of the rear. If he can not advance his army farther because his rear is disorganized, they say, then why not let the French and English take over more of his troops in their sectors. The danger in the argument is that they are right—unless they are wrong about the state of the rear of the First Field Army. I believe they are wrong, but my idea is to be certain of it; and if they are right to make redoubled efforts to help straighten out the rear. That, of course, will be the General's view; for mixed armies do not fight as well as single armies, provided that in miliary control they are in effect one army, and from every standpoint the solution—if the trouble really exists to the extent the French claim—is to make the rear stronger instead of the front weaker. But Clemenceau and Lloyd George seem to feel differently. I may be wrongly informed as to the depth of their feeling, but I believe it exists based upon reports they have received from our front.

Telephoned Harbord the situation, fearing that in the interview Baker is to have to-day with the French this view would be prest upon him without our side being represented. Harbord tried to get Pershing on the telephone, but he is in the field. Harbord is coming to Paris this P.M. at Baker's suggestion and will see him. In the meantime, I expect to meet Payot and develop the full strength of the French military criticism of our rear in the advance zone. This, of course, is not under Harbord. But, as friends of the General as well as a matter of duty, we are trying to develop the exact situation for his information and action. What I fear is that an effort will be made to attribute to bad management in the rear a situation chiefly created by natural obstacles and which no amount of good management could have avoided, and thus injure unjustly the reputation for efficiency which the Army has so well earned by its wonderful work under its great leader.

I am jotting down the thoughts of the minute—they must not be considered as records of permanent opinion. One changes his mind as information changes, provided that information alters the foundation of correlated facts upon which opinion must always be builded. But we must be guided by facts. If we are justly criticized, we must do better. It is never helpful to waste time resenting criticism which is needed to discover whether it is well founded. Nobody cares about us—only how the thing comes out.

And now to work again.

SOUILLY, October 8, 1921 (4 P.M.).

Received orders to come to Souilly in accordance with my own suggestion, tho I found on arriving that General Pershing had already written me of his own initiative to come. Arrived at Souilly from Paris with General McAndrew (C. of S.) by motor Saturday evening, October 5.

Have a few minutes now to record what I am working at this afternoon. Our general attack takes place to-morrow. Am trying through Payot, at General Pershing's orders, to get ballast delivered by to-morrow for the normal gage railroad nearly completed at Varennes—to be delivered from Saint-Dizier to Aubreville, where the completed road ends. It is immensely important to hurry the railroad. At Varennes (which I visited yesterday) several wagon-roads diverge which can supply our divisions if we can get the material there by rail as well as by *camion*. It has been raining hard this morning, tho it is clearing now. Ballast must be had if possible. The French engage to deliver eighty cars to-day. Am asking for 200 by to-morrow. Payot telephones he is after them. Germans are shelling Varennes this afternoon, but are missing the wagon-roads by about 100 yards at last accounts. We will attack heavily to-morrow between the Meuse and the Aire; also in other places. Was in Saint-Mihiel this morning for a short time. Will try and write later as to occurrences between Saturday night and the present time.

SOUILLY, October 8, 1918.

On Sunday, having heard the General explain in detail (on Saturday night) to McAndrew and myself the plan of the coming attack of our troops, I went with Colonel Boyd, the General's aide, a man of great ability and military knowledge as well as personal charm, to look at the expected field of the action which will take place to-morrow (October 9). On the way to Montfauçon we called on General Bullard commanding the First Corps. Found *camion* transports being well handled everywhere. Found the town of Montfauçon under fire, so had to leave the automobile at the bottom of the hill on which the town—or rather what is left of it—stands. Troops were repairing roads through the town, breaking stone by hand. Wounded were being carried down the hill as we passed. Boyd and I went on foot through the town and partly down the slope on the north side. There, behind some signal-corps camouflage, we had a fine view of the country ahead. Our first line before us was being heavily shelled. Looked at the hills to the right, left, and ahead and realized, as never before, the extent of the task which has been allotted General Pershing. His men must go forward fired on from heights on three sides. Much of the fighting in the Argonne Woods and other woods is as severe as in Belleau Wood. . . . . .

Returned over the road *via* Cheppy and Varennes, as the General wanted a report on the bridge-work being done over the two mine-crater holes which are now being by-passed. At and around Montfauçon we were in the midst of the artillery, and a battery of 155's—four in succession firing within fifty feet of me—well-nigh burst my ear-drums. This was after our return from our observation-post. Much aerial activity and heavy anti-aircraft and machine-gun work directed at *Boche* machines was going on. My heart was heavy with pity for the wounded in the long lines of ambulances swaying along over roads so rough that at times their agony must have been excruciating. It was

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3. Increased fuel and oil consumption.
4. Excessive carbon deposits, causing pre-ignition and laboring of the engine.
5. Burned-out bearings.

The quality of Gargoyle Mobiloils enables them to withstand remarkably well the "cutting" effect of today's gasoline. The body of the grade specified for your car provides a piston-ring seal which further insures you against gasoline leakage into the crank-case.

But even with this scientific and economical lubrication all used oil should be drawn off at least every 1000 miles and replaced with fresh oil.

It will pay you today to begin to use the right oil—*in the right way.*

If your car is not listed in the partial chart shown here, consult the complete Chart of Recommendations at your dealer's, or send for booklet, "Correct Lubrication," which lists the correct grades of Gargoyle Mobiloils for all automobiles, tractors and motorcycles.

GARGOYLE MOBILOILS

Mobiloils

A grade for each type of motor

Domestic Branches:

NEW YORK *(Main Office)* Philadelphia Chicago Minneapolis Des Moines Boston
Kansas City, Kan. Pittsburgh Detroit Indianapolis Buffalo Dallas

Chart of Recommendations

{Abbreviated Edition}

How to Read the Chart:

THE correct grades of Gargoyle Mobiloils for engine lubrication of both passenger and commercial cars are specified in the Chart below.

A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil Arctic

Where different grades are recommended for summer and winter use, the winter recommendations should be followed during the entire period when freezing temperatures may be experienced.

The recommendations for prominent makes of engines used in many cars are listed separately for convenience.

The Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1921		1920		1919		1918		1917	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Ace (Newark, O.) (1½ ton)	A	Arc	A	Arc						
" " All Other Mods	A	A	A	A	A	A				
Allen	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
American Six	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Apperson (8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models							A	A	Arc	Arc
Auburn (6 cyl.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" (6-38)									A	Arc
" (6-39-B) (Trector H. Eng.)							A	Arc		
Bour Davis	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Briscoe	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Buick	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cadillac	A	A	A	A	A	A	A	A	A	A
Case	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	A	Arc
Chalmers	A	A	A	A	A	A	A	A	A	A
Chandler Six	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chevrolet (8 cyl.)					A	A	A	A	A	A
" (Model 490)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc		
Cleveland	A	Arc	A	Arc						
Concord	A	A	A	A	A	Arc	A	Arc	A	Arc
Corbitt (5 ton)	A	A	A	A	Arc	Arc	Arc	Arc		
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Crow-Elkhart	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Cunningham	A	A	A	A	A	A	A	A	A	A
Daniels	A	A	A	A	A	A	A	A	A	A
Dodge Brothers	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Elcar (4 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (6 cyl.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc		
Essex	A	Arc	A	Arc	A	Arc				
Fiat							B	A	B-	A
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	A	A	A	A	A	A	A	A	A
Fulton	A	Arc	A	Arc	A	Arc	A	Arc	Arc	Arc
Grant (6 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (Com'l) (Model 12)					A	Arc				
" " All Other Models	Arc	Arc	Arc	Arc	Arc	Arc				
Hahn	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Haynes (6 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
(12 cyl.)	A	A	A	A	A	A	A	A	A	A
Haynes	A	A	B	A						
Hudson Super Six	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hupmobile	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Jackson (6 cyl.)	A	Arc	Arc	Arc					Arc	Arc
" All Other Models	Arc	Arc	Arc	Arc			A	A	A	A
Kissel Kar (12 cyl.)							A	A	A	A
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Kline Kar	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
LaFayette (Indianapolis)	A	A	A	A						
Lexington (Continental Eng.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Liberty	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Lincoln	A	A								
L. M. C.	Arc	Arc	Arc	Arc	Arc	Arc				
Locomobile	A	E	A	E	A	E	A	E	E	E
McLaughlin (Can.) (Mod. 44 to 50)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A
Marmon	A	A	A	A	A	A	A	A	A	A
Maxwell	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Mercer	A	A	A	A	A	A	A	A	A	A
Mitchell	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Monitor	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc		
Moon	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Nash	Arc	Arc	A	Arc	A	Arc	A	Arc		
" (Model 671)							A	A		
" (Com'l) (Quad)	A	A	A	A	A	A				
" (1 ton & 2 ton)	A	Arc	A	Arc	A	Arc	A	Arc		
National (6 cyl.)	A	A	A	A	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)					A	A	A	A		
Overland	A	Arc	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Owen Magnetic (Mod. M25)							Arc	Arc	Arc	Arc
" All Other Models	A	A	A	A	A	A	A	A	Arc	Arc
Packard	A	A	A	A	A	A	A	A	A	A
Peerless (6 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models							Arc	Arc	Arc	Arc
Pierce-Arrow	A	A	A	A	A	A	A	A	A	A
" (Com'l) (5 ton)	A	A	A	A	A	A	A	A	Arc	Arc
" " All Other Models	A	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Premier	A	A	A	A	A	A	A	A	A	A
Renault (French)	A	A								
Reo	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Roamer (Model R. A.)									A	Arc
" (Model 4-75)	A	A								
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc			Arc	Arc
Rolls Royce (British)									A	A
Rowe	A	A	A	A	A	A	A	A		
R. & V. Knight	B	A	B	A						
Saxon	A	Arc	A	Arc	E	E	E	E	E	E
Sayers-Six	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Simplex Crane							A	A	A	A
Standard (8 cyl.)	A	A	A	A	A	A	A	A	A	A
Stearns-Knight	B	A	B	A	B	A	A	A	A	A
Stephens	A	A	A	A	A	A			Arc	Arc
Stoughton (1 ton and 1½ ton)	A	Arc	A	Arc						
" All Other Models	A	A	A	A						
Studebaker	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Stutz	A	A	A	A	A	A	A	A	A	A
Sullivan	A	A	A	A	Arc	A	Arc	A	Arc	Arc
Templar	A	A	A	A	A	A	A	A		
Traffic	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc		
United (Mich.) (2½, 4, 5, 6 ton)	A	A	A	A	A	A	A	A	A	A
" " (3½ ton)	A	A	A	A	A	A	A	A	Arc	Arc
" " All Other Models	A	A	A	A	A	A	A	A	Arc	Arc
U. S. (Cin. O.) (1½ ton)	Arc	Arc	Arc	Arc						
" " (3 ton)	A	A	A	A	A	Arc	A	Arc	A	Arc
" " All Other Mods	A	A	A	A	Arc	Arc	Arc	Arc	Arc	Arc
Watson (2½ ton and 3½ ton)	A	Arc	A	Arc						
" (5½ ton)			A	A						
" All Other Models			Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
White (16 valve)					A	A	A	A	A	A
" (3 and 5 ton)	A	A	A	A	A	A				
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Willys-Knight	B	A	B	A	B	A	B	A	A	A
Willys Six					Arc	Arc	Arc	Arc	Arc	Arc
Winther Six	A	Arc	A	Arc						
" (Com'l) (3½ ton)	A	Arc								
" All Other Models	A	A	A	A	A	A	A	A	A	A
Winther-Marwin (1½ ton)	A	A	A	A	Arc	Arc				
" All Other Models	A	A	A	A	A	A				
Winton	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc

Prominent Makes of Engines

Beaver (Models J-JA-JB and JC)	A	A	A	A	A	A	A	A		
" All Other Models	A	A	A	Arc	A	Arc				
Buda (Models ATU-BTU-CTU-DTU-ETU-FTU-HU-MTU-JU-ITU-XU-XTU-YU-YTU	A	A	A	A	A	A	A	A	A	A
Buda All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Continental (Model R)	A	A	A	A	A	A				
" (Model T)					Arc	Arc	A	Arc	A	Arc
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Falls	A	A	A	Arc	A	Arc	A	Arc	A	A
G. B. & S. (Model AA)	A	A	A	A	A	A				
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Herschell-Spillman (Models JU-SV and VA)					A	A	A	A	A	A
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Hinkley	A	A	A	A	A	A				
Lycoming	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Northway (Model 10S)									Arc	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A
Rochester (Duesenberg)	A	A	A	A						
Waukesha (Models CU-DU-EU & FU)	A	A	A	A	A	A				
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Weidely	A	A	A	A	A	A	A	A	A	A
Wisconsin (Models Q & QU)					A	Arc	A	Arc	A	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A

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less difficult to look upon the dead. Some mother's son lay sleeping the last long sleep near our observation-post. In the frightful noise all around he looked strangely peaceful and rested. Reached the train where we live and spent the evening with the General alone. Went over all Payot's suggestions as to our rear with him and discust them fully.

Am not going to try to write about what happened in our long conferences until I get to Paris. On the way back saw General Summerall commanding First Division at his P. C. He was having hard fighting that day and had the same yesterday and to-day.

Lack of horses caused General Dawes great difficulty at one time, for there was great need of them for the artillery. General Pershing notified him that he placed primary responsibility for procuring the horses on General Dawes. However, this was but one of many problems with which the Chief of Supplies was almost daily besieged and which he seems to have solved with characteristic vigor and quickness. Between times he managed to visit some "English comrades," whose entertainment "was that of brothers meeting in time of mutual dependency and with a mutual affection." Came then a trip at "breakneck" speed to Paris, where he talked with General Moseley of the importance of maintaining agreeable relations with Payot and Weygand, and then followed a hurried trip to General Pershing in the field, to put before him some adverse reports as to the Americans' rear supply system. Emanating from some French sources, they were unfounded, but were making trouble. The situation, General Dawes explains in his diary, was a simple one, as follows:

After the Saint-Mihiel attack and when our army was being hurriedly moved over to the west for the next attack, there occurred, owing to the condition of the roads and other ordinary causes, a congestion of supply-trains which was not fully relieved for about a day and a half. Clemenceau happened to be at the front and saw it. Somehow the impression got abroad that the Americans could not renew their attack because of this temporary congestion, but such criticism immediately ceased from any responsible source when the Americans did attack on October 4. They have been attacking and advancing ever since. However, unfounded criticism having started from high sources, their ceasing it did not prevent the miserable gossips from causing some annoyance. On my trip took with me my friend Lieutenant-Colonel Cushing, of my old regiment. We arrived at Souilly about 9.30 P.M. The General has moved some war maps to the office in the car of his train so as to have them before him there as well as at the staff building in Souilly. The terrible battle is at its height and will probably remain so for some time. Our casualties so far in this movement have been 75,000. It is a greater Battle of the Wilderness. Some officers and generals are weakening—but not so the Commander-in-Chief.

PARIS, Saturday, October 26, 1918.

Interrupted last Thursday by callers, one of them Col. Milton J. Foreman; also Mr. Ganne, who came from Clemenceau with the word that for the present he could not see his way clear to requisition additional horses for our army from France. I do not wonder at this, as France has already given us over 125,000. Lest I forget, will say here that General Travers-Clarke telephones me to-day that we can now hope for up to 13,000 horses from the English. So I am getting a start on horses to get which I am turning heaven and earth. In this war quantities are so enormous and needs so critical all the time that I wonder how normal business conditions will seem to me after it is over.

After being at the front and looking at a German barrage laid on our first line, I know what artillery horses mean to our men. That is why I keep everybody on a tension of nervous effort and keep myself there. Ever since I have been here I have tried to visualize military emergency needs to keep myself at the highest pitch of effort. I have tried to see always a private soldier holding out his hands to me, and my beloved Commander-in-Chief smiling when I filled them. Now to resume:

Spent the evening when at Souilly with General Pershing alone. We stayed up until nearly one o'clock in the morning. He is in the midst of his greatest work, his most difficult test. After our talk he decided to go to Paris and see Clemenceau and to Foch's headquarters. He started by his special train Monday evening while Cushing and I started by motor Monday morning, October 21, as I wanted to see how our supply-trains, etc., were functioning at the front. I took the road from Souilly to Varennes—everything running finely. We went up from Varennes as far as Fléville, near Grand Pré—everything running smoothly. The reorganized transport system, A. E. F., is in partial effect and the graduates of our Military Board Motor-Transport School are at work on the roads guiding traffic, altho the orders actually authorizing the reorganization have not yet been issued by G. H. Q.

A KIND WORD FOR THE "UNSPEAKABLE TURK"

THE TURK, at least the pure-blooded Turk of the class which goes to make up the "common people," is not normally, we are assured, a bloodthirsty ruffian looking for more Armenians to massacre. "It is only when religious fanaticism is systematically fanned into flame by orders from higher up," writes the Rev. Dr. George F. Herrick, recently returned from the country districts of Asiatic Turkey, "that the peasant Turk turns savagely against the Christian fellow countrymen—or when he is exploited by the ambition of a foreign Power, as by Germany in the recent war." He is altogether a very human, amusing, and friendly sort of person, as most "common people" are when seen at close range, Dr. Herrick believes. The Doctor, formerly a missionary of the American Board of Foreign Missions, writes on the basis of his experience "of more than half a century in kindly relations with Turkish neighbors of all classes, speaking their language freely." The Turks say, "A fish begins to rot at its head," and the former missionary finds the saying especially applicable to Turkey, suffering from corruption and "an irresponsible autocracy" in high places. "What Americans almost universally lack is knowledge of the unofficial Turk, the typical peasant of Anatolia, found also in lesser numbers in the cities," says Dr. Herrick, and he proceeds thus, in the Springfield *Republican*, to supply the deficiency:

The term "unspeakable Turk," originating with Mr. Gladstone, was applied to the Sultan, not to the people. It is but fair to say that Turks have been found in high offices, men like Kamil and Nazim Pashas ten years ago, who honestly served their country as far as the limitations under which they served rendered it possible. Nearly all official Turks for centuries have not been Turks of purely Tatar race. There has been an infusion of Circassian, Albanian, Armenian, and Grecian blood, with forced acceptance always of the religion of Mohammed. The pure-blooded Turks have been farmers of Asia Minor, a simple, frugal, industrious, hospitable people, as far as possible unlike the inhuman, bloodthirsty ruffians pictured in the Western conception of them.

Let us turn a flash-light upon Turkish character, revealing contrasts between East and West and showing Turks as typical Orientals:

"Postpone till to-morrow whatever you are not forced to do to-day."

"Don't walk when you can ride or stand when you can sit."

"Remove your shoes and keep on your fez on entering a house."

"At sunset set your watch at twelve o'clock."

The Turk's guest says on arriving Saturday night, "I must start early on Monday morning." "Not next Monday. Of course you mean a week from next Monday. What is time for but to rest and enjoy one's friends?"

Oral invitation to dinner (not among the peasantry but in "high life"):

In New York—"Please come and dine with me to-morrow evening?"

"Thank you, I shall be happy to do so."

At Constantinople—"Your servant will be delighted if your excellency will condescend to honor his poor hut and eat bread with your servant at set of sun to-morrow."

"Pasha Allah (*Deo volente*), your servant will be happy to accept your excellency's permission to cross the threshold of the house of prosperity to-morrow evening and partake of the feast to which your excellency has deigned to invite his servant."

The Oriental's reverence for the past and all usages of the past accounts for his proud feeling of superiority over the "upstarts of the West." This holds good in Egypt and in India, in the face of the acknowledged benefits bestowed upon the people by British rule. The people bitterly resent British residents' assertion of their own superiority.

The Turk's religion and his conduct are found in separate water-tight compartments. A robber may be, often is, as

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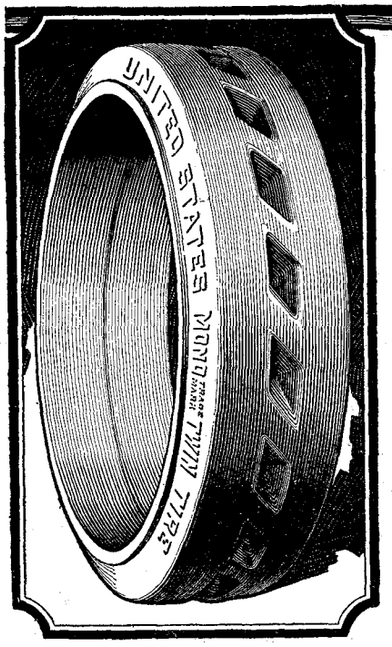


U. S. MONO-TWIN

A solid truck tire that is the latest advancement of the U. S. Tire makers.

Superior in cushioning, tractioning, and load carrying capacity, and in 95% of cases far more economical and satisfactory than duals.

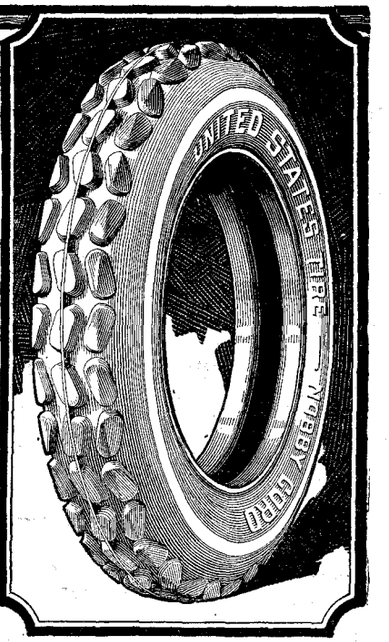
Today it is the fastest selling solid truck tire in the world.

Perhaps Your Problem Is Solved Here

Q. What is proper tire-equipment for 3½ ton truck operating in Heavy Haulage Work between towns connected by good roads?

A. Front wheels: U. S. Nobby Cord Tires, 7 inch.

Rear wheels: U. S. Mono-Twin Solid Truck Tires, 10 inch.



U. S. NOBBY CORD

Not an enlarged passenger tire, but a *truck pneumatic* designed and built for trucking conditions.

While many still use passenger tires for commercial work, in the 4½ and 5 inch sizes Nobby Cords yield a lower cost per mile.

A new Truck Tire Service: judge for yourself its value to you

UNTIL now American truck owners have never had at their disposal absolutely impartial, honest advice about the *right type* and *right size* tire for a specific trucking condition.

As much money is wasted today on *wrong* truck tires as on *poor* ones.

The makers of United States Tires are ready to give *anybody* engaged in truck operation a full advisory service in the interest of *greater economy.*

Independent and non-partisan advice. A service by experts who have no theories to try out—who make no favorite of either pneumatics or solids.

The equivalent of a personal consultation with the best tire-engineering brains in the country.

No obligation to anyone who asks for it.

Write to our Technical Service Dept. at any length. On questions involving one truck or a fleet of fifty trucks. Recommendations will be for the *right size* of tire, the *right kind* of tire, and *greater economy.*

To men who are ordering new trucks a special word: Consider tires as a separate problem from the truck itself. Get the right tire equipment for it before it is delivered—not afterward.

Address all letters to *Technical Service Dept., United States Tire Co., 1790 Broadway, New York City.*

The fuller the details you give about your truck tire problem the better you can be served by the U. S. Technical Service men.

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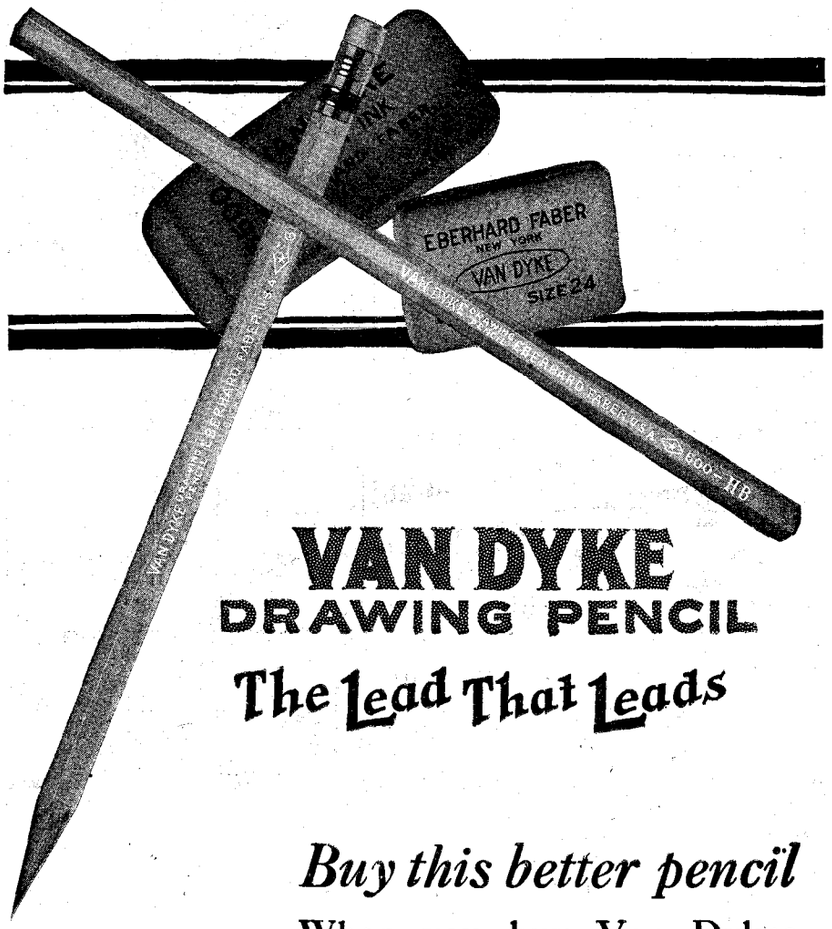

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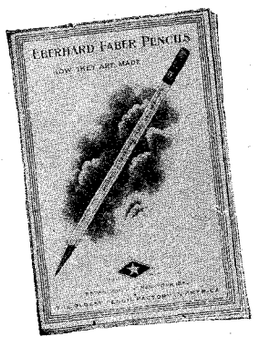
Buy this better pencil

When you buy Van Dykes you buy inexpensively for Van Dyke lasts and lasts. It's easy to sharpen. The sixteen degrees (from 6B to 8H) give every step from softest black to needle-point hardness. *Some* degree in Van Dyke is just *right* for *every* pencil need.



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PERSONAL GLIMPSES
Continued

religious as his priest, and the religious head of a community, both among Moslems and non-Moslems, does not lose his standing in society because no one trusts his moral character. Almost without exception an Oriental justifies lying "for a good end" and applauds skilful and successful lying. "I do lie, of course, for lies are the salt of truth, but too much lying spoils the mixture."

Repose is something altogether lacking in the temper of the man of the West. It is one of the most conspicuous characteristics of the man of the East. He refuses to be hurried. An American ambassador to the Sublime Porte, newly arrived at his post, one morning committed an item of business to his dragoman, directing him to bring back in the afternoon the necessary paper in evidence that the business was settled. "You may be congratulated if you get that paper in three months," the dragoman replied.

The purchase of a piece of land in which the writer was interested was once undertaken, such an affair in the West as could easily be finished within twenty-four hours. The seller and the buyer were alike desirous to make the bargain, and on the terms of the transaction there was no serious difficulty. The business was finished in just one year. To the Oriental there is something vulgar and repellent in all appearance of haste. To use an hour in Constantinople to do a piece of business which in New York would take five minutes is an every-day occurrence. Business must have a certain smack and aroma of pleasure.

Push, rush, hustle are Western mottoes. We even take our rest restlessly, our pleasures feverishly. Oh, we must "improve every moment of time."

Note three characteristics of the Turk and their significance at the present crisis of affairs in the Near East. (1) He has a rude sense of justice. (2) He is silent when his anger is most fervid. (3) He waits with infinite patience for Allah to intervene.

During our war with Spain a Turk, meeting an American gentleman of his acquaintance, said, "God is using you Americans to avenge the wrongs Spain inflicted upon our coreligionists four hundred years ago."

Constantinople and the Straits are inevitably lost to Turkey, the writer believes, and with Constantinople under the control of Christian states, he says, "the influence of Americans, whether official or unofficial, will be of paramount importance in those lands, whatever the form of political structure." He argues:

There is no doubt that a just settlement of the whole complex problem of the Near East would have been possible if it had been wisely and unselfishly undertaken by the Allies immediately after the armistice. The Turks would have made Brusa their first capital, their new center, retaining the east side of the Bosporus and all their Asiatic possessions except Syria, Palestine, Mesopotamia, and Armenia in the northwest. Constantinople would have become a "free city," the Straits neutral waters, Thrace and the islands being assigned to Greece. Neither Greece, Italy, nor France should gain territory on the Asiatic mainland. This

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would have meant peace. The great mass of the Turks never loved the Germans. They were forced into the war on their side. They hated the Enver-Talaat gang. That gang and the Germans were responsible for the massacres and the deportations.

Shortly after the armistice, when the whole Near-East settlement was still pending, Greece invaded Turkey, occupied Smyrna, and indulged in savage reprisals against the Turks. The indignation of the Turks was at white heat. Their sense of justice was outraged. They were long silent.

Then the patriot-rebel, Mustafa Kemal, was heard from the heart of Asia Minor, gathering forces to resist foreign invasion. For they naturally regarded not only the Greeks, but the French entering Cilicia, as enemies.

Is it possible for any one familiar with the brilliant history of the Ottoman Empire for five hundred years, beginning with the occupation of Brusa in 1326, to wonder that all Turks unite in the determination to hold on to every part of their territory which it is possible for them to retain and to refuse to regard as permanent any settlement they agree in thinking grossly unjust? Even now if wisdom and unselfishness can rule in the counsels of European states, great and small, the Turks may have a future and the Near East settle into permanent peace.

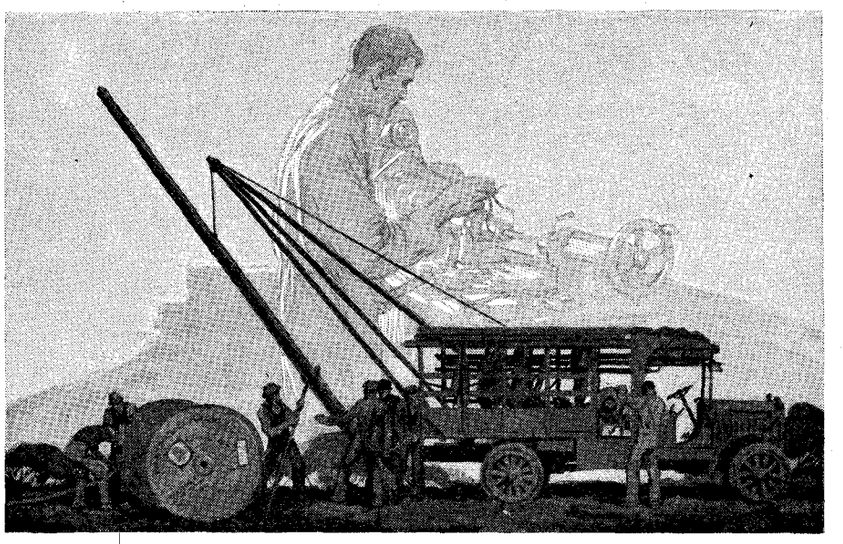
The Turks, as well as the Christians, must be treated justly, if they are not to remain a menace to all their neighbors. Communications from Constantinople do not always shed light upon the solution of the Near-East problems. The most serious error, perhaps, is the fondness of writers for generalization. "The Turks have forfeited all their rights. They are to be treated as outlaws," says one.

"The entire responsibility for the chaotic condition of the Near East rests on the intrigues centering in the European embassies at Constantinople," says another. In fact, Russian influence at Constantinople has always been evil. That of Great Britain and the United States and, generally, that of France has been good. Some years ago Austria and Russia joined in an effort for Turkish reforms in Macedonia, a movement comical or tragical, according to one's point of view.

We now face a situation in the Near East which is phenomenally abnormal. The Greeks have enormously extended the territory over which they propose to administer government. If one reads the history of Greece covering the last ninety years, one trembles to think of the failure of Greater Greece.

The Turkish Government under the Sultan still holds Constantinople for its capital, where fully half the population are Turks. But there is also a Turkish "Nationalist Government" set up at the little interior city of Angora, demanding the Sultan's abdication. On what resources does this "Government" depend for its life? The Turks of Asia Minor are in a condition of deplorable want of all life's necessities. No doubt Turks, both at Constantinople and at Angora, desire and claim national independence. Who can blame them for that? would that they could all alike look facts in the face.

The confidence of the Turks in Americans they have come to know and the hope they cherish for American aid are clearly exhibited by the fact that application by Turkish parents for the admission of their sons and daughters into American colleges and high schools has now become actually embarrassing. The number of Moslem pupils already received into all



Tools of Industry

In industry, art, science, in fact in all kinds of work, good results require good implements kept in good condition.

If the right sort of implement is important to an individual workman, efficient tools for industry and commerce are a vital necessity to the nation.

Telephone service is one of the tools of American industry and commerce in most common use and upon which much depends. The American public cannot afford to let this tool get dull.

To provide over twelve million subscribers with telephone connection; to transmit the vibrations of the human voice thirty million times a day and from any point to any other point throughout the land, demands an expensive mechanism of the highest order of scientific precision, and an efficient organization.

It is the aim of the Bell Telephone System, with the cooperation of the public, to be the most dependable tool of American industry.

"BELL SYSTEM"
AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

One Policy, One System, Universal Service, and all directed toward Better Service

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Just the Cream

of the oats, made delicious

Not all the oats, but just the rich, plump, flavory grains. The starved oats, puny and insipid, are all sifted out.

The choicest oats yield but ten pounds per bushel of these luscious Quaker Oats.

That's why oat lovers all the world over send here for Quaker Oats. Millions of children every day enjoy them.

The oat is the food of foods. Every mother wants to make it enjoyable. The way is to serve this super-grade. Insist on Quaker Oats.

Quaker Oats

Just the queen grains flaked

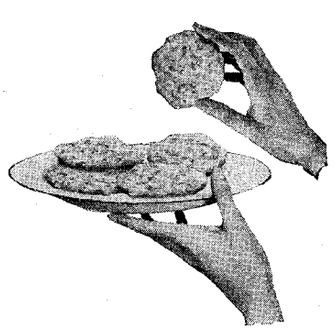
Packed in sealed round packages with removable cover

Quaker Macaroons

Table Sweetbits

1 cup sugar, 1 tablespoon butter, 2 eggs, 2½ cups Quaker Oats, 2 teaspoons baking powder, 1 teaspoon vanilla.

Cream butter and sugar. Add yolks of eggs. Add Quaker Oats, to which baking powder has been added, and add vanilla. Beat whites of eggs stiff and add last. Drop on buttered tins with teaspoon, but very few on each tin, as they spread. Bake in slow oven. Makes about 65 cookies.



PERSONAL GLIMPSES
Continued

these institutions is very large, and many applicants have necessarily been refused or their acceptance postponed.

THE "HUMANIZING" OF SECRETARY HUGHES

THE main reason why Mr. Hughes lost the Presidency lies, it is said, in the fact that he modeled his life, and therefore his political campaign, on a plan as fixt and immutable as the laws of the Medes and Persians. Once his mind was made up to a certain line of procedure, Mr. Hughes stuck to that line, like the German General Staff, and thereby invited strategists to flank him. This is the view of a professor who, writes Richard Barry in *The Outlook* (New York), once asked Mr. Hughes for permission to use a part of one of his speeches. Mr. Hughes was willing, provided that the whole of the speech was used. As only half of it was apropos, the professor had to decline the privilege. Which, we are told, illustrates how Mr. Hughes lost the Presidency. He crossed every "t," and dotted every "i," and departed not one jot or tittle from a prearranged plan. In his swing around the circle in 1916, we are reminded, Mr. Hughes's political aides-de-camp advised that the proposed visit to California be discarded on account of a factional rumpus in that State; but Mr. Hughes had planned to go to California, and go he did, with the result that several thousand adverse California votes kept him out of the White House. But in thus describing Mr. Hughes only the past tense may properly be used, for, says the writer:

> The Secretary of State to-day is not the same individual, except in name and pedigree and record, as he who was once Governor of the State of New York, later Associate Justice of the Supreme Court, and later defeated as the Republican candidate for the Presidency of the United States.
>
> Washington, to-day, is enjoying a new Mr. Hughes. The old austerity is gone. Was defeat the humanizing process which has added to this distinguished individuality, the one element it required to be well rounded?
>
> The fact remains that the Secretary of State is fast becoming one of the most popular men in public life. One meets him on the streets, in the clubs, proceeding briskly from the State Department to the White House across the street, but always smiling and always radiating an abundant energy. It seems as tho a second youth had come to him, one of vivacity and good feeling.
>
> Health is doubtless at the bottom of this, for the Secretary appears to be in as good trim as a pugilist about to enter a championship contest, and evidently he knows how to maintain his physical condition, and is doing so, but without any visible effort.
>
> Other things also are at work. There can be no doubt that Mr. Hughes is very

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happy in his appointment, happy to be back in official Washington. It may be that there is some balm in the reflection that four years of practise of the law in New York has placed him in an independent position financially. If he has any ambitions for the future, naturally he keeps them to himself, altho a man just entering his sixtieth year need not resign all hopes of the Presidency.

All that the observer can see is that he is playing good ball, a snappy, fast game, but with a courtesy and geniality that endear him to every one. He is rapidly chucking needless formality out of the windows of the State Department. In most of his notes to Germany and in most of those to Japan he didn't avail himself of the customary time which diplomatic usage allowed him for the proper answer. He just tossed the answers off hastily, like any business man in the course of the day's work.

This unwonted celerity has given a slight wedge to unkind critics, and it has been asserted, even in print, that Mr. Hughes has taken the bit of foreign affairs in his teeth and is running away with it. Nothing could be further from the truth. Aside from his personal esteem for the President, Mr. Hughes has a most delicate appreciation of the exact limitations of his office, both in law and in custom. He has not stept a hair's breadth over the line of propriety, and, even if he disagreed with the President, which has not yet occurred, it is practically certain that he would not bring that disagreement to an issue.

The change in the Hughes psychology is most readily observed in his contacts with newspaper men. Some wag has said that now when he sees a newspaper man in the White House with a lawyer in his proper place as adviser he at least perceives the true merit of the press. It is more likely that political defeat, combined with reflection and financial independence, has broadened his view-point.

In any event, his old manner toward the press is gone. In those days he looked upon newspaper men as a cross between public nuisances and unapprehended criminals. Now his attitude toward them is patriarchal when they need it and brotherly when they deserve it. In his daily talks with the Washington correspondents one feels that he appreciates their responsibilities, respects their intelligence, recognizes their function, and is willing patiently to become their teacher.

Which is as it should be, but which is not what it always has been.

The result is that on every hand one hears: "Nobody like him in the State Department since John Hay." He does not delay, he does not evade, he does not condescend, he does not orate, and, so far as one can see, he does not play politics, certainly not in the old-fashioned, petty sense. He found a terrific mess; he is grappling with it like a strong man unafraid, and he is in mighty good humor about it.

Leave No Stone Unturned.—Juryman after juryman had been challenged by the prisoner's counsel. However, all things come to an end, and at last the jury was completed. But the prisoner, leaning over the dock, sought the ear of his counsel. "The jury's all right now, I think," he whispered, "but ye must challenge the judge. I've been convicted under him several times already, and maybe he's beginnin' to have a prejudice."—*Fort Mason Marking Pot.*

For twenty hours this food is baked—one reason you like it—another reason why it digests so easily

One of the important things in connection with any cereal food is to have it thoroughly baked or cooked. For baking or cooking changes the starch of the grains.

Grape-Nuts is the longest baked of all cereal foods. It is scientifically baked at carefully regulated temperatures for 20 hours. This is one of the reasons why Grape-Nuts digests so easily; why it agrees with many people who cannot take any other form of cereal without producing fermentation.

A goodly part of Grape-Nuts is converted into dextrose, ready to be immediately assimilated by the system, and yield strength and energy. A further portion has partially undergone this change, while there remains sufficient unchanged cereal to strengthen the digestive organs. It is then in a condition to meet the various requirements of the digestive system.

If you want to eat a most strengthening and nourishing food, and one that will digest more readily, go to your grocer today and get a package of Grape-Nuts. Eat it with stewed fruit or as a cereal with milk or cream; or make it into an appetizing pudding.

Every member of the family will enjoy its delicious flavor and wholesomeness.

Grape-Nuts—the Body Builder

"There's a Reason"

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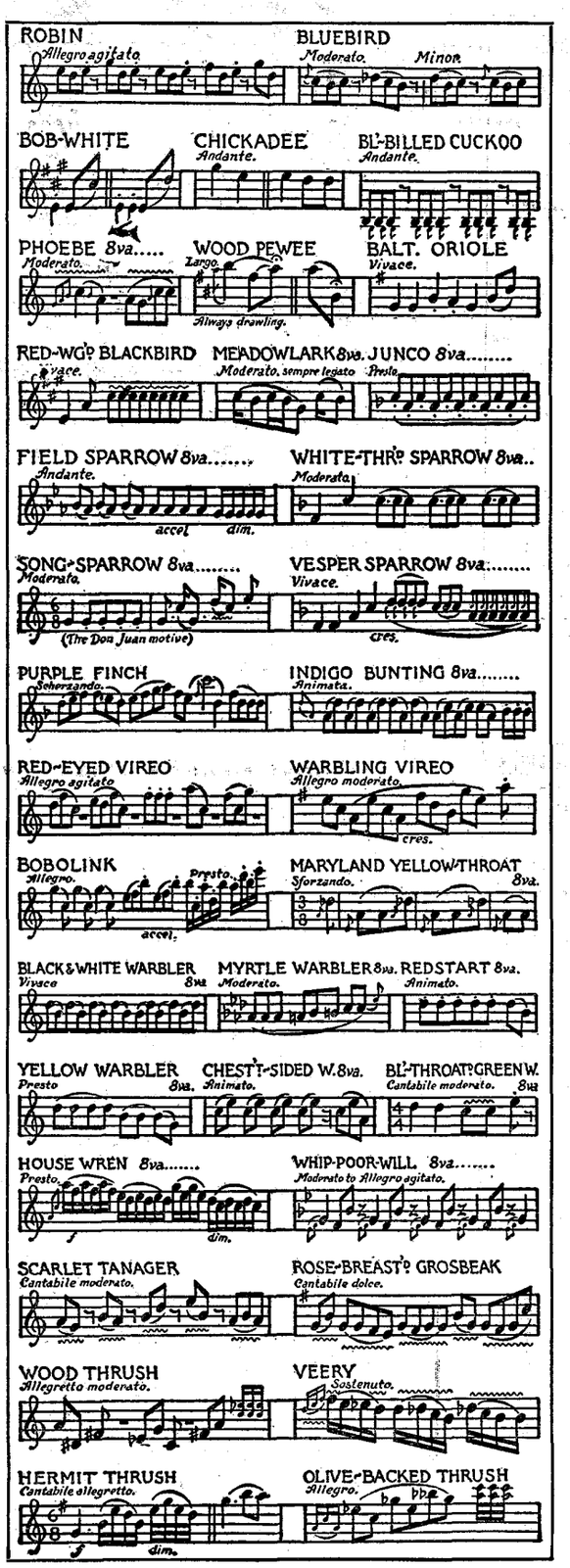
BIRDS · BEASTS · AND · TREES

CAN YOU WHISTLE LIKE A BIRD?

TO IMITATE a bird so closely that he is himself "taken in," and replies to your whistling, is an adventure in nature study not so common as it might be. In "The Book of Birds for Young People," by F. Schuyler Mathews (Putnam's), the songs of thirty-five birds are written in musical notation so that any one may learn them, and Mr. Mathews says that successful imitation which will come with persisting effort will certainly find its ready response from many of the birds, especially the white-throats and the chickadees. In learning to whistle the songs, however, there are some special things to note. Did you ever realize in what an extremely high pitch of voice the bird sings? Even an expert whistler well able to imitate the bird is apt to fail in pitch by whistling a whole octave too low. The best way to acquaint oneself with pitch, Mr. Mathews says, is to begin with the piano at the note *C* one octave above *middle C*, and match up with one's whistle. This *C* is in the treble register of any girl's or choir-boy's voice, but not very high up; by a careful effort one may whistle as low as that, but it would result in a very weak tone. A good whistler may ascend the scale with tone-matching until he arrives at the topmost *C*, where he must stop, tho it is possible for him to continue by lisping as many as four semitones beyond, to what would be *E* somewhere under the woodwork of the piano! That may be done by rigidly setting the lips to a somewhat horizontal opening and forcing the breath between the tongue and back of the two upper front teeth. One can imitate a complaining lost chick by chirping this way and closing the lips suddenly at the end of each chirp.



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COMMON BIRD SONGS.

Bird songs are pitched very high, and the notes written here are to be transposed two octaves in whistling.

This is the method to be employed in imitating the high-pitched voices of the warblers, Maryland yellow-throat, vesper-sparrow, and indigo bunting. Nearly all of the bird songs shown here are pitched within the two upper octaves of the pianoforte, so the writer has used the treble clef representing *middle C* shifted two octaves up. Where the sign *8va.* appears, it means that the song should be whistled an octave higher still. The writer comments:

Even my high register of the vesper-sparrow's song is not quite high enough for his average voice; it might have been better to begin with *G* rather than *F*. Some of the white-throat's songs not infrequently begin with the highest *B* and end with the *E* under the woodwork of the piano, which extreme note it is impossible for any one to imitate as it is a perfectly clear whistle.

Where the *wavy line* occurs in the music (it is borrowed from the trill sign), that indicates a double tone in the bird's voice. To imitate its effect one must whistle and hum at the same time. *A flat* in the second octave below *middle C* is the tone one naturally employs in combination with one's whistle in imitating the songs of the phœbe, red-winged blackbird, song-sparrow, scarlet tanager, rose-breasted grosbeak, and veery, and lightly so in those of the purple finch and warbling vireo. These birds all sing more or less with double or buzzing tones.

A STRANGE FATE FOR A FIR LOG — With what amazement must a Douglas fir log which has spent its tree life along the Pacific coast or on some tributary river find itself uprooted and caught by ocean currents far-flowing and strange of direction, borne along for some six thousand miles, and hurled to rest at last on one or another of the Gilbert Islands in the South Seas. Here, still more surprizingly, it finds

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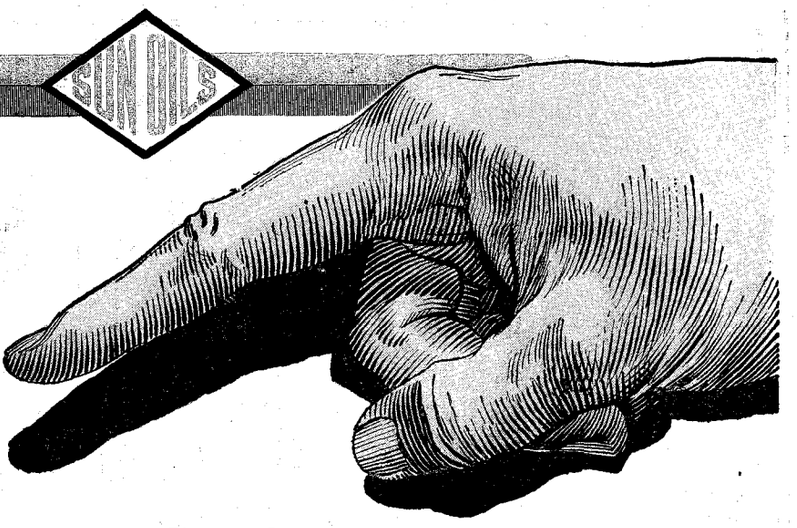

SUNOCO
LUBRICATION GUIDE
(Partial List)

The following list includes the more widely used cars. The letters indicate the proper types of SUNOCO Motor Oil and Grease to be used.

L-Light — S-Special
M-Medium — XXH-XX Heavy
H-Heavy — TL-Transmission Lubricant
XH-Xtra Heavy — TG-Transmission Grease
*-Engine Oil for Transmission

If your car is not listed, consult your dealer's complete Sunoco Lubrication Guide. If your dealer does not yet handle Sunoco, send us his name and address and a copy of the guide will be sent to you free.

NAME OF CAR	1921 Model				1920 Model				1919 Model				1918 Model			
	Engine				Engine				Engine				Engine			
	Summer	Winter	Transmission	Differential	Summer	Winter	Transmission	Differential	Summer	Winter	Transmission	Differential	Summer	Winter	Transmission	Differential
Buick	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Cadillac	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Chalmers	S	H	TL	TL									S	H	TL	TL
Chandler Six	H	H	TL	TL	H	H	TL	TL	H	H	TL	TL	H	H	TL	TL
Chevrolet (4 cyl.)					S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Chevrolet (V. B.)	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Cleveland	M	M	TL	TL	M	M	TL	TL	M	M	TL	TL	M	M	TL	TL
Cleveland	XH	M	TL	TL	XH	M	TL	TL								
Cole (8 cyl.)	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Dodge Brothers	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Dort	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Essex	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL				
Ford	L	L	*	TG	L	L	*	TG	L	L	*	TG	L	L	*	TG
Franklin	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Haynes (Light Six)	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Hudson Super-Six	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Hupmobile	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Jordan	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Kissel Kar	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Lexington	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Liberty	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Lincoln	S	H	TL	TL												
Locomobile	S	M	TL	TL	S	M	TL	TL	S	M	TL	TL	S	M	TL	TL
Marmon	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Maxwell	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Mercer	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Moline-Knight	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL
Mack	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
National	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Oakland	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Oldsmobile (4 & 6 cyl.)	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Oldsmobile (8 cyl.)	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Overland									XH	M	TL	TL	XH	M	TL	TL
Overland Light Four	M	M	*	TG	M	M	*	TG								
Packard	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Paige	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Peerless													M	M	TL	TL
Peerless (6 cyl.)	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Pierce Arrow	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Premier	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Reo	XH	M	TL	TG	XH	M	TL	TG	XH	M	TL	TG	XH	M	TL	TG
Revere	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Roamer	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Roamer (Mod. 4-75-E)	S	H	TL	TL	S	H	TL	TL								
Rolls Royce (British)	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Saxon	XH	M	TG	TG	XH	M	TG	TG	M	M	TG	TG	M	M	TG	TG
Scripps Booth (4 cyl.)					M	M	TL	TL	M	M	TL	TL	M	M	TL	TL
Scripps Booth (8 cyl.)	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Scripps Booth (6 cyl.)													S	H	TL	TL
Simplex Crane	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
Sterne-Knight	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL
Stevens Duryea	XH	M	TL	TL												
Studebaker	XH	M	TL	TL	XH	M	TL	TL	XH	TL	TL	M	XH	M	TL	TL
Stutz	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL	S	H	TL	TL
White	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Willys-Knight	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL	XXH	XH	TL	TL
Willys-Knight (6 cyl.)					XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL
Winton	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL	XH	M	TL	TL

Look for your car—
find the right oil and save money

You no doubt realize that your car is costing too much for repairs, carbon troubles, low gasoline mileage and depreciation—that a large part of these expenses should be eliminated.

But have you realized their cause? Motorists should know that high operating costs are usually due to faulty lubrication—*the penalty of using wrong oils.*

How can you be certain of obtaining the *right* oil for your particular car? Follow the "Sunoco Lubrication Guide." It tells you which of the six distinct types of Sunoco Motor Oil will lubricate your engine efficiently and save you money.

Sunoco eliminates your carbon troubles because it leaves no sticky residue in the cylinders to form hard carbon deposit. It maintains a power-tight piston-ring seal and stops leakage of gasoline into the crankcase.

Use Sunoco *exclusively* and you will be astonished at the money you can save on gasoline, oil and repairs—at the increased service value and longer life of your car.

Do this at once.—Have your crankcase drained, cleaned and refilled with Sunoco. Be certain you get genuine Sunoco and the right type for your car. Sunoco is made in six types but *only one quality—the highest*—no "seconds" to confuse you. Examine the container from which Sunoco is drawn or, better yet, buy it in sealed cans or drums.

Every motorist should have a copy of "Accurate Lubrication"—a booklet that tells how to operate your car with greater economy and efficiency. It is free. Ask your dealer or write us for a copy at once and give the name and address of your dealer.

SUN COMPANY

Producer and Refiner of Lubricating Oils, Fuel Oil, Gas Oil, Gasoline and other Petroleum Products

More than 1,500,000 gallons of lubricating oils per week **Philadelphia** *Branch Offices and Warehouses in 32 Principal Cities*

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MOTOR OIL

TO THE TRADE—A wonderful sales opportunity is open to dealers who will specialize in Lubrication. Write for details of the Sunoco Sales Plan.

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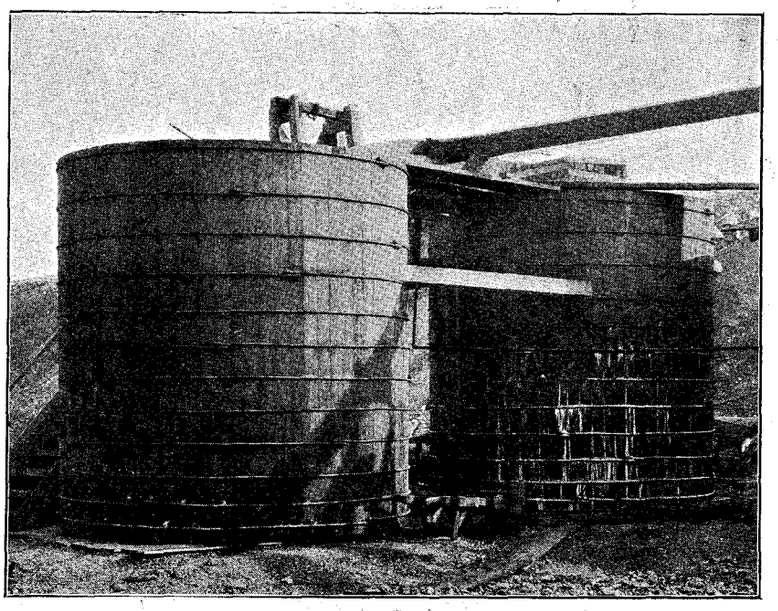

Redwood tanks, one filled with hot water, the other with hot muriatic acid.

Redwood Tanks Unaffected by Hot Acid

THESE tanks are used for refining oils from fats, a process requiring both hot water and hot acids. The Redwood tank on the left holds hot water, that on the right contains hot muriatic acid. The service given by these Redwood tanks establishes beyond question the value of Redwood tanks in chemical processes.

Held Muriatic Acid for 7 Weeks at 180°

Continuously for seven weeks one Redwood tank contained 12,000 gallons of muriatic acid, maintained at a temperature of 180°—day and night. Then 9,000 gallons were drawn off, leaving 3,000 gallons in the tank. Upon examination this tank was found uninjured after this service—about as severe a test as could be put to any wooden tank.

Resists Decay and Fire

Redwood is protected against the destructive action of acids and extreme temperatures by the same *natural* preservative which guards it against fungus growths and the attacks of boring worms and insects during its centuries of slow growth. Redwood requires no protective treatment. Years of service in chemical processes have proved that.

Being free from pitch and other resinous substances Redwood is also unusually fire-resistant. It is slow to ignite and easily extinguished when burning, because there are no combustible gases given off. Long and satisfactory service records have been made in the tanning, textile, chemical and mining industries where freedom from repair and replacement costs far outweigh the slight difference in the first cost of Redwood as compared with other tank materials.

Technical Data on Redwood

The many uses for Redwood in construction and industrial equipment are illustrated and described in the seventh edition of Sweet's Engineering Catalogue. Write our Chicago office for the Redwood Engineering Digest and for Redwood Information Sheets describing the special properties of Redwood for a wide range of uses—tanks, vats and pipes, exterior and interior finish, fire-doors, etc.

The Pacific Lumber Co. OF ILLINOIS
REDWOOD
REG. U.S. PAT. OFF.

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New York **Kansas City**

THE PACIFIC LUMBER CO.
San Francisco **Los Angeles**

The Largest Manufacturers and Distributors of California Redwood

Members of the California Redwood Association

BIRDS, BEASTS AND TREES
Continued

a hearty welcome awaiting it after the long voyage. Says Francis Dickie in *American Forestry:*

In recent years, since the white man began logging operations on the Pacific coast, the number of logs to make the wonderful journey has been much greater, due to log booms on their way to the mills being broken up by storms at sea. Truly, never was stranger story told than the Odyssey of these many logs crossing so vast a stretch of water, for they came to places where they were most needed. The Gilberts are low-lying coral atolls upon which grows no timber suitable for making canoes. Thus, since time immemorial the islanders have gazed seaward daily with anxious eye for the coming of fir logs. When a log or logs was sighted great excitement reigned. The news spread quickly and all the people from inland came to share in the good fortune. Never was nature more unkind to a people than these islanders, for they had no stone to make tools. They overcame this difficulty, however, by taking the shell of a gigantic clam (*Tridacna gigas*), the most remarkable of its species, which in some cases weighs a ton, and from it made adzes, knives, and chisels. With these the fir logs were cut up in thin strips. These were then shaped to the form of canoes some twelve to fifteen feet long. This wood was sewn together by thread taken from husk of coconut called coir, pandanus leaves being used for calking. The canoes have only a two-foot beam and are very sharp. They would not be practical save for the added outrigger which makes them very seaworthy.

FISHES THAT CHEW THE CUD

THE parrot-fish, found in the eastern Mediterranean, chews its cud like a cow. In other words, it cuts off its food in relatively large bits, stores it away until it has time for the business of thorough chewing, and then reduces it to a fine pulp. Curiously enough, the ancients called this fish a ruminant, but their tales of it had been taken with many grains of salt, until recently, by modern naturalists. A writer in *The Scientific American Monthly* (New York) notes that as far back as the fourth century B.C. Aristotle asserted that the parrot-fish is to be classed among ruminant animals. This story was repeated by the Roman writer on natural history, Pliny. It passed as a fable, like so many other ancient statements of fact since verified. He continues:

These fishes possess certain peculiar pocketlike extensions of the mucous membrane of the mouth, which serve like the cheeks of a squirrel or like two throat-pockets to hold food. A German writer, Dr. Fritz Reuter, gives a brief but entertaining account of these fishes and their unusual habits of alimentation in *Kosmos* (Stuttgart) for November, 1920, from which we take the following paragraphs:

"The beak-formed jaws of the parrot-fishes are covered with teeth, which are not only firmly attached to the jaw-bone but also to each other. In young animals of some species the rows of teeth, which are

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arranged like the teeth of a comb, can still be clearly discerned. But in other species the fusion of the separate rows of teeth has become so intimate that the original boundaries of the separate teeth can only be surmised from the rigid formation of the edges of the jaws.

"But with these beaklike jaws the parrot-fishes can only bite off their food and not grind it, since the jaws are capable of no motion except a mere opening and shutting. Furthermore, the knifelike edge of the jaws are so sharp that they clearly indicate that the jaw-plates are never employed as grinding-teeth."

But besides these the lower throat bones are fused into an irregular plate which is covered with teeth of a peculiar form. This dentated plate projects distinctly above the surface of the surrounding mucous membrane. The very powerful upper bones of the gullet are attached in such a manner as to move back and forth in grooved hollows of the base of the skull; in consequence of this arrangement they are able to produce the grining motion which, as we have seen, is impossible in the case of the toothed plates of the jaws. It is by the rubbing or grinding back and forth of these upper plates upon the lower ones that the vegetation which forms the fishes' food is ground into a very fine state.

The entrance to the cheek-pockets mentioned above lies very close to the lower dentated plate of the throat. Immediately behind the grinding-plates the cavity of the jaws rapidly grows narrower, merging into the comparatively small gullet. As a matter of fact, the contents of the stomach of the parrot-fish are ground so finely as almost to form a sort of broth whose composition is very difficult to determine even with the microscope, so small are the particles which compose it.

Surrounding these cheek-pouches are strong muscular fibers forming a thick swelling of the mucous membrane, whose contraction forces the bitten-off food farther to the rear. In front of the upper gullet plate the mucous membrane forms a thick fold corresponding to the swelling of the lower part of the gullet mentioned above. This fold is probably intended to press the bitten-off pieces of food into the cheek-pouches.

The content of the pouches, the writer goes on to tell us, consists chiefly of algæ, but also contains bitten-off pieces of polyps and prongs of sponges, as well as fragments of corals. All these bits of food are found in small pieces but by no means reduced to the brothlike fineness of the contents of the stomach. As a matter of fact, an actual process of "chewing the cud" takes place in these fishes. We read further:

With their sharp jaw teeth working up and down like a pair of shears, they bite off from the rocks of the coral reefs, in whose vicinity they live, pieces of food material. The steady current in the water produced by their respiration facilitates the rearward movenent of these bitten-off pieces of food material. A sort of valve arrangement prevents these from reaching the gills, and by the contraction of the muscles in the swollen mucous membrane they are forced into the cheek-pouches. Later when the fish has grazed sufficiently, so to speak, in these meadows of algæ, it seeks a quieter place in order to be undisturbed in its digestion, and at this time the contraction of the pouches forces the food they contain back into the mouth

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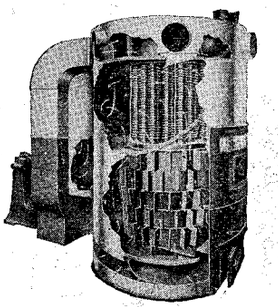

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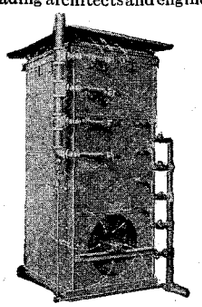

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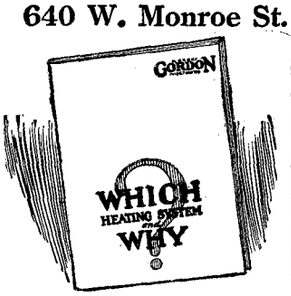

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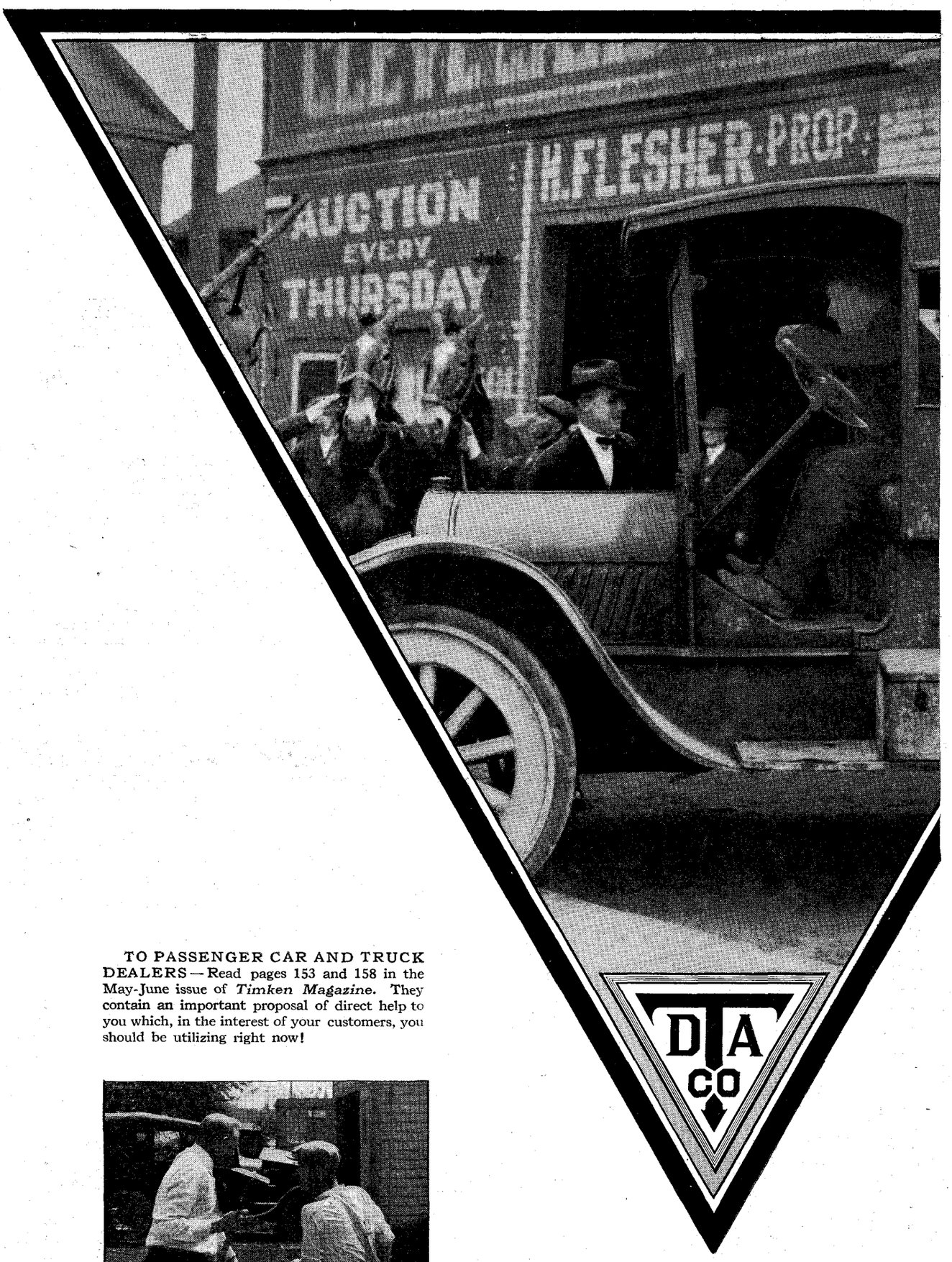
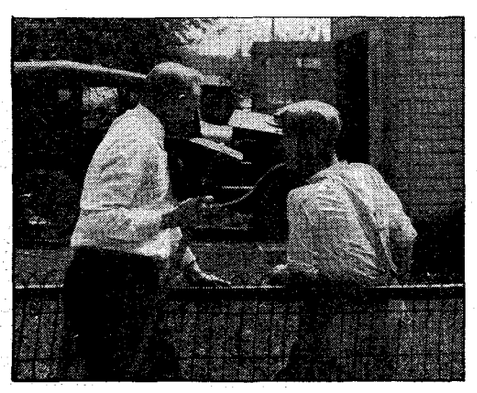


TO PASSENGER CAR AND TRUCK DEALERS—Read pages 153 and 158 in the May-June issue of *Timken Magazine*. They contain an important proposal of direct help to you which, in the interest of your customers, you should be utilizing right now!



Buy a new car NOW!
There's no real economy in patching up the old one!

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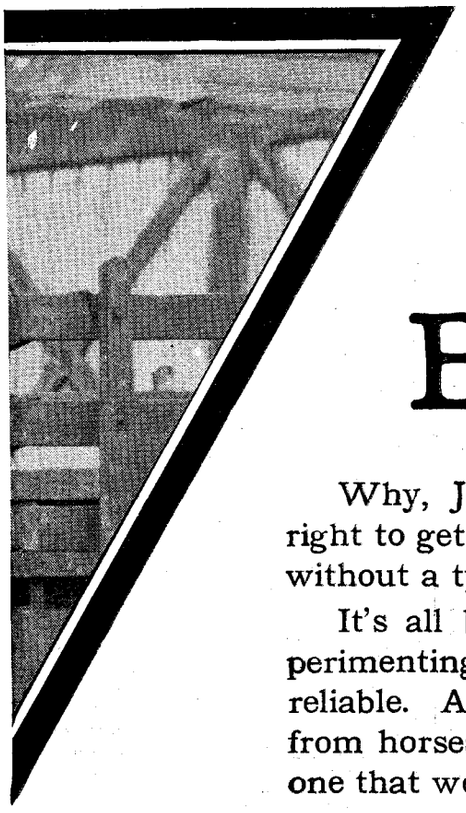

Great Scott! Don't Buy Another Team of Horses!

Buy a Truck!

Why, Joe, in your line of business you've got no more right to get along without a truck than you have to get along without a typewriter and a telephone!

It's all been worked out. You don't have to do any experimenting. The truck does the job faster and cheaper. It's reliable. At least a dozen men I know in your line have gone from horses to gasoline, and you'd have a hard time finding one that went from gasoline to horses!

As you know, I've spread my business all over town since I gave up my stable of hay-eaters. I know what to *count on* now. I can get there and back and have the job done while the old wagon was being hitched up, you might say!

If there are hours at stake—and there usually are—I can tell exactly what I can *do*, with these trucks. Even if they cost *more* than horses, I'd still be ahead, for minutes are worth more than dollars these days. I crowd more *profitable minutes* into each hour than ever before—and that means I have fewer unproductive hours to charge off!

Take it from me, Joe, the poorest truck in the world is a better investment for you than a team of horses—and the *right* truck, properly selected for the job you expect it to do, will prove to be the most economical thing you ever had in your business.

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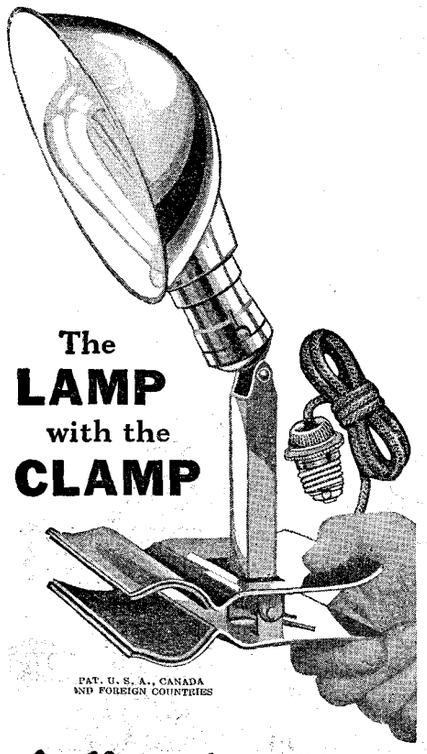

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BIRDS, BEASTS AND TREES
Continued

cavity, where it is chewed fine in peace and quiet—exactly as is the case in the chewing of the cud of our domestic cattle. In other words, the regurgitated food in the mouth is ground or rubbed into a liquid condition between the upper and lower grinding-plates. When the fish is at rest this grinding motion can be plainly observed, and it was this, without doubt, which led the ancient authorities mentioned above to make their happy comparison of this process with the chewing of the cud in domestic ruminants.

The magnificent colors of these fishes are familiar to visitors in all our great aquariums—colors which quickly fade when they are taken out of the water. They have been celebrated, too, from the earliest times for their appetizing qualities as food fishes. Pliny even declared that this fish was the choicest dainty of all. . . . On account of this delicacy of flavor the Emperor Claudius took special steps to transplant these fishes from their original homes along the eastern shores of the Mediterranean to the west coast of Italy, decreeing that for a period of five years all the parrot-fishes caught in these waters should be thrown back into the sea, by the end of which time they were well established in their new habitat.

ASPERSIONS ON THE HONESTY OF THE OYSTER

"I WOULD have staked my immortal soul on the honesty of the oyster," mournfully says St. John Ervine, the playwright. It had seemed to him that there was nothing alive so purely disinterested as the lowly mollusk, placidly resting on its bed in some neat river, or, more adventurously, in the ocean, altruistically devoting its life to the manufacture of pearls for the embellishment of ladies who would probably reward it, when its pearlish activities were ended, by swallowing it alive. He could detect no mean or selfish or malignant motive in the mind of the oyster. And now the reputation of the whole family has been torn to pieces! Seemingly the most benevolent of God's creatures, they have lately been detected in a fraud. They have been found guilty of conspiring with the Japanese to cover pieces of worthless shell with nacreous matter so that they can be passed off on innocent ladies as precious pearls, as noticed in a scientific article in our issue of July 30. It seems that there is practically no means—cutting up the jewel is quite too drastic—by which a purchaser can discover whether a given pearl has been born and brought up in a fit of natural spleen or during merely stimulated indignation. So there seems to be no reason why Mr. Mikimoto should not irritate the oysters all he likes and bring the pearl market tumbling down. But Mr. Ervine can not view the situation thus dispassionately, and in the London *Evening Standard* he writes:

There must have been moments of fierce alarm when people anxiously examined their jewels, afraid lest they should find mother-of-pearl or worse at the hearts of them, and I suspect that many persons hastily revised their beliefs about oysters. For my part, I was prepared to forgive this offense for the sake of the beauty of real pearls and the romance which I have always imagined in the manufacture of them. It seemed to me miraculous that out of that gray, flabby, and sometimes bearded beast, the oyster, encased in two rough and unattractive shells, there should come the round and misty loveliness of pearls.

And how lovely a thing a pearl is! No one has ever had a vulgar thought about pearls, tho many people have thought vulgarly of diamonds. When the novelists wish to stamp a character with commonness they make him or her wear diamonds in a lavish manner. Publicans and pawnbrokers and rich negroes and profiteers always wear big diamond rings and big diamond tie-pins and big diamond studs in novels, and I daresay they sometimes do so in real life. But they never wear pearls. Some instinct of decency warns them that the pearl is the aristocrat of jewels, to be worn only by distinguished men and beautiful women.

And this lovely thing came out of the shell of an oyster! Remembering that, I could easily forgive the oyster for its fraudulent conspiracy with the Japanese. After all, there is something unnatural in a person or a beast which is totally without malice or selfishness, and I could excuse this fraud in the oyster on the ground that it is merely a piece of impish resentment at being eaten alive when its work is over. There is something unpleasant in the idea of being eaten after one's death, but to be eaten before it must be very distracting.

But the perfidy of the oyster does not rest at passing off mother-of-pearl as real pearl. There is something worse than that. The real pearl itself is a fraud. Professor Shipley tells us that "a pearl is essentially a pathological growth in a lowly mollusk, formed in most cases round the larva of a repulsive parasite." Observe that he does not describe the oyster as a "succulent bivalve," which is how some people describe it, but as a lowly mollusk, just as if it were a common limpet.

Professor Shipley evidently has not got any illusions about oysters, and he tells us plainly that even if our pearls are real pearls they are nothing to boast about. Women, he tells us, are going about the world (some of them) wearing ropes of pathological growths! That ring which you, dear lady, wear upon your finger is described by the jeweler as a "fine pearl and diamond double heart and knot ring," but the description is inaccurate. The diamonds may be all right, but the pearls are pathological growths.

I suppose our pearls ought to be kept in methylated spirits in a laboratory, along with germs and microbes, but somehow I feel that this will not happen to them. I suspect that if I were offered a pearl tie-pin I should accept it and ignore the repulsive parasite at its heart, and I am very certain that if I were to present a rope of pathological growths to my wife, she would not shudder at the gift.

One of the strange and romantic things about beauty is that often it is achieved by accident and without design. There is romance in the thought that a lowly mollusk produces a pearl; but how much more romantic is the thought that this lowly mollusk sets out to commit a fraud and performs a miracle.

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INVESTMENTS • AND • FINANCE

CAN WE TRADE WITH EUROPE BY BARTER?

READERS of these columns are well aware that the nations of Europe are carrying on a considerable amount of trade by barter, and thus avoiding the difficulties caused by the exchange situation and depreciated currencies. Our own trade with Europe is, of course, affected most seriously by the difference in money values, and *The Michigan Manufacturer and Financial Record* (Detroit) believes that it must have occurred to many thoughtful people that a good deal might be accomplished "by direct trading through the process of barter with those abroad." While this paper realizes that one swallow does not make a summer, it holds that what has been done in one or two instances affords a valuable example. In the city of Detroit there are several export organizations which devote themselves to making sales of American goods abroad and to making purchases of foreign goods for distribution in this country, the amounts of which will offset each other in the credits set up in the banks of the respective countries. There is also in Detroit "a bright Polander who has already opened negotiations for the exchange of the linen products of his native country for the automotive and other products of our State, again without the handling of any great amount of money but on a reciprocal basis." And then—

Last week the office of this paper was visited by a high official from Newfoundland who was seeking to establish between this portion of the United States and his own country, which is not a part of the Dominion of Canada, a reciprocal trade whereby at least a cargo a month of not less than 1,000 tons of flour and meat products might go forward to the principal port of his country and be exchanged for a cargo of equal value of fish, native fruits, and berries, seal-oil and sealskins, for all of which there is a market in the ports of the Great Lakes.

If, therefore, we were to go back to our primary trade conditions which distinguished the Boston shipping-houses and the New Bedford and Salem ship-owners in the early part of the last century, we might begin to establish a trade in goods in which the return cargoes would finance the outbound ones. The method of the hardy New-Englanders who owned the big three- and four-masters was to load the ships with their own goods and send the masters of the same out as traders, getting not only the freights out of both voyages but a substantial profit on the commercial transactions as well.

Foreign goods were never so cheap as they are now. We are told by those who should know that hides are a drug on the South-American market and that the prices which prevailed during the war have been reduced to a tenth of those prices at the present time. These people want our products, and the simplest method of trading with them is the method of barter, a procedure which can be indulged in to a limited extent at present, and which may grow to be a very great trade.

It looks as if the United States had no surplus capital to send outside its own country at the present time, or at least until such time as the investments which have been made are put into such shape that they will not constitute a frozen credit to the nation. Very happily the State Department is making an endeavor to put those loans which are not yet bearing interest into permanent interest-bearing form, to use their proceeds to reduce the amount of our war debt and consequently of our national interest bill, and to put our national finances generally into better condition than they are. When this is accomplished and when the burden of taxation is taken off our industries as it was established during the war period, there may be money available for trading by barter. It is not a very far-away proposition. We have industries in Michigan which can join with our export houses and find an outlet for a portion of their product. The movement in this direction is already on. Goods are passing to and fro. Why not reach out for it as one of the ways of making business better?

WE ARE BECOMING A NATION OF DRESSMAKERS

"AMERICA is fast becoming a nation of dressmakers," said the head of a chain of retail dry-goods stores recently. "Union leaders in the needle trades had better look into this great thrift movement before they act rashly," he added, as quoted in *The Wall Street Journal*. It would seem that the high prices of clothing and possibly also the thrift induced by business depression was leading to a revival of the art of making clothes at home. As *The Wall Street Journal* comments:

Most of the dry-goods merchants admit that the buying of piece goods for home dressmaking has assumed important proportions throughout the country, the like of which has not been seen in a decade. It is increasing, too.

Furthermore, this dressmaking movement is not confined to the poorer classes, but involves every walk of life and includes milady of Fifth Avenue.

Merchants say that this thrift movement has perforce spread to the clothes of the male population. It is not recorded if the sterner sex like home-made shirts, ties, as well as underwear and pajamas any more than they ever did, but the fact remains that hundreds of thousands of men have got to like it, judging by the buying of patterns and pieces of goods to-day by the mothers, sisters, and wives of the family. It is pointed out that they are not usually made of silk either, except in the case of cravats, but of serviceable materials.

Altogether the thrift wave bids fair to make our American ladies of to-day as famous needlewomen as were their ancestors of colonial days.

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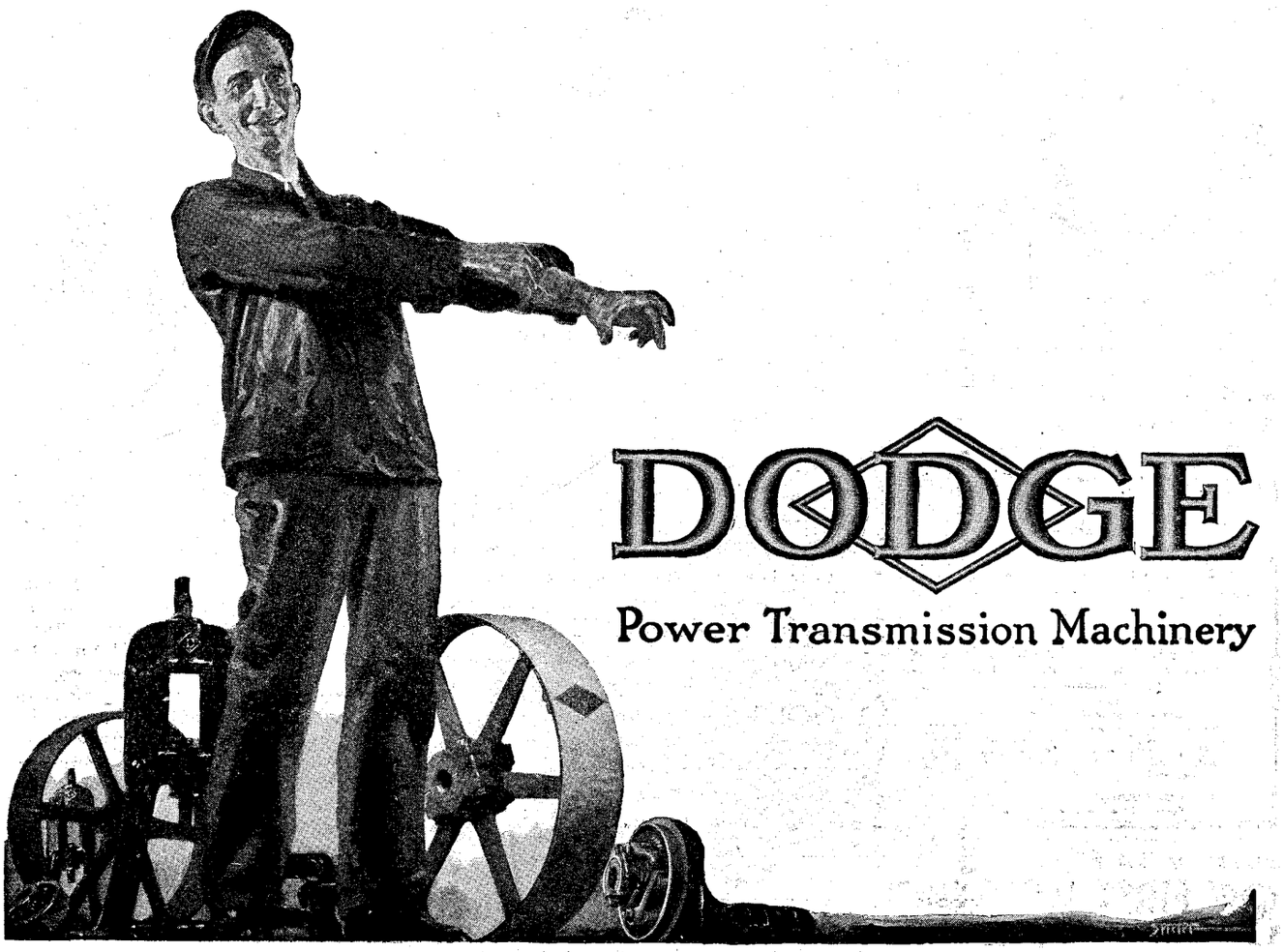

DODGE

Power Transmission Machinery

When full-time schedules are resumed

Industry has not and cannot be completely suspended—a hundred million people have certain requirements of living that will not be ignored.

Foodstuffs, wearing apparel, building materials, household necessities, and even luxuries are in production, and as long as wheels turn in the factories, mines and mills which fabricate these materials, Dodge must remain on the job continuously to re-enforce their operations.

In 1881 Dodge Manufacturing Company began the standardization of mechanical power transmission systems on the basis that eventually shafting, pulleys, hangers, belting, bearings, clutches, couplings, etc., could be bought from local dealers all over America on the immediate delivery basis and at a delivered price.

Dodge success followed fast upon the successes of those, who from the first, had made Dodge products and Dodge methods their shop standard. By 1916 the ability to build and deliver reliable economical power transmission systems had become a matter of tangible recognition all over the world.

Through the war and during the hurried months immediately after, Dodge plants worked overtime to keep pace with American industry.

During the recent re-adjustment period when production all over the nation has been at its lowest ebb, Dodge shops have worked steadily and unceasingly. The requirements of factories whose products are in constant demand have been faithfully filled, and in addition fifteen great district warehouses have been restored to pre-war capacity.

Dodge, Oneida and Keystone dealers all over the country are today carrying balanced stocks of Dodge products.

"Faithful to all Industry" is the real reason for the Dodge Habit of Success—and with the reinstatement of full-time schedules, Dodge dealers and branch warehouses will be found ready and waiting to fill all requirements on the immediate delivery basis.

Dodge Sales and Engineering Company

Mishawaka, Indiana, and Oneida, New York

Canadian Manufacturers, Dodge Mfg. Co. of Canada, Ltd., Toronto and Montreal

Philadelphia Cincinnati New York Chicago St. Louis Boston Atlanta Pittsburgh Minneapolis Dallas Providence Seattle Newark

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BEEMAN'S

ORIGINAL PEPSIN CHEWING GUM

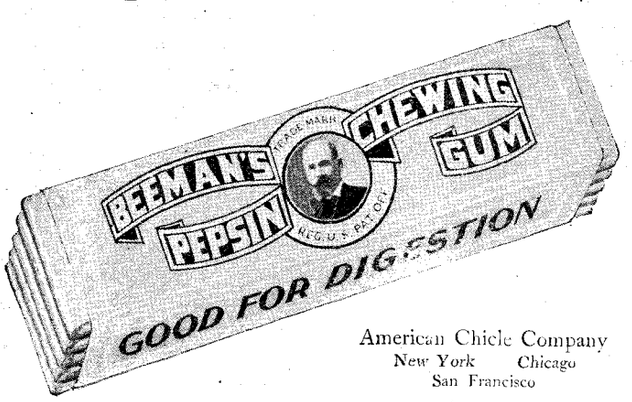
$1000 a Laugh

A producer of musical comedies once stated that every laugh is worth $1000.

How much does a grouch cost a man or woman who has it?

It costs them everything—happiness, contentment, friends.

Do not carry around an indigestion grouch. More careful selection of food, proper mastication and the chewing of Beeman's Original Pepsin Gum will go far toward keeping your digestion in good working order, and your laugh will spread sunshine and gain friends.



American Chicle Company
New York Chicago
San Francisco

CHICLE

CURRENT EVENTS

FOREIGN

August 3.—The famine situation in the Samara and Saratov provinces in Russia is said to be critical, and peasants, driven almost insane by hunger and cholera, are reported to be deserting their children.

The French and British ambassadors and the Italian *Chargé d'Affaires* deliver to Foreign Minister Rosen a note asking the German Government to facilitate transport of Allied troops into Upper Silesia.

The Allies have warned Greece that an advance on Constantinople will not be tolerated, it is stated in London.

August 4.—Funeral services for Enrico Caruso are held, by order of the King, from the Royal Church of San Francesco di Paola, Naples, and royal honors are paid to his memory.

An American Red-Cross detachment leaves for the Russian frontier station of Rejitska to care for outcoming American prisoners, and steps are taken for the immediate relief of the Russian starving.

The Swiss Federal authorities are said to have given ex-Emperor Charles of Austria until the end of this month to leave Switzerland.

Ratification by the British Empire of the permanent Court of International Justice is deposited with the secretariat of the League of Nations. It includes ratifications by Australia, Canada, India, New Zealand, South Africa, and the United Kingdom.

August 5.—The conference of British premiers, which has been continuing in London nearly seven weeks, comes to a close.

European headquarters of the Red Cross, in Paris, announces that it is now ready to start three train-loads of medical supplies to Russia on twenty-four hours' notice.

Spain's losses resulting from the uprising in Morocco are said now to include all her former territory except Melilla and its immediate surroundings. A political crisis is said to be brewing in consequence.

August 6.—The Turkish Nationalists have decided to evacuate Angora, their capital, and retire on Cæsarea, according to a dispatch from Constantinople.

All members of the Irish Republican Parliament now in custody will be released, with the exception of John J. McKeown, convicted of murder, says an official announcement from Dublin Castle.

August 7.—Approximately 12,000,000 people are starving in the Volga basin, and two-thirds of the entire population of Russia are on hunger rations, according to Mrs. Marguerite E. Harrison, American newspaper woman recently released from prison in Soviet Russia.

Moorish rebels are reported to have arrived outside the walls of Melilla, Morocco, where the Spanish Army has barricaded itself to make a last stand, says a dispatch from Tangier to London.

August 8.—The British Government's peace offer to Ireland will probably be accepted by the Dail Eireann, says a Dublin dispatch. John J. McKeown is released by order of Premier Lloyd George.

The Allied Supreme Council, with Ambassador Harvey present to represent

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America, convenes in Paris to discuss the Upper-Silesia question.

King Alfonso has requested former Premier Maura to form a new Cabinet, according to advices from Madrid.

August 10.—Premier Briand accepts Premier Lloyd George's principle that the disputed areas of Upper Silesia must be divided in accordance with the vote of the plebiscite, which was predominantly German.

Reenforcements are arriving for the Spanish troops beleaguered in Melilla, Morocco, and General Navarro's forces are reported to be fighting heroically against the Moors.

All the members of the Irish Republican Parliament who have been released from prison are received informally by Eamonn De Valera, Irish Republican leader, at the Mansion House, Dublin.

CONGRESS

August 3.—The Senate adopts two amendments to the Agricultural Credits Bill, the first authorizing loans by the War Finance Corporation to associations of agricultural producers, the other authorizing the corporation to take up $100,000,000 in bonds on the Federal Farm Loan System.

August 5.—Senator Borah, of Idaho, introduces a resolution to reduce the Army to 100,000 men.

August 8.—The Senate passes the Willis-Campbell Antibeer Bill by a vote of 39 to 20. The bill prohibits the prescribing of beer by physicians and limits the extent to which whisky and wines may be prescribed. The measure now goes to conference.

August 9.—The Senate passes the Capper-Tincher Bill to prevent gambling on grain exchanges. The measure imposes a prohibitive tax on speculative transactions and also upon exchanges which do not become "contract markets" under government supervision, and admits cooperative associations to membership on exchanges.

The House Appropriations Committee cuts in two Chairman Lasker's request for $100,000,000 to run the Shipping Board until January 1, 1922, and reports out a bill calling for $48,500,000.

DOMESTIC

August 3.—Armistice day, November 11, has been officially proposed to the Powers as a date most satisfactory to the United States for the convening of the joint disarmament and Far-Eastern conference, according to an announcement by the State Department.

Following a discussion with the State Department, Chairman Porter, of the House Foreign Affairs Committee, announces that American soldiers will probably remain in Germany until affairs with that country are adjusted. Resolutions to withdraw the American forces are not expected to be acted on this session.

The White Sox ball-players who were acquitted of the charge of conspiring to throw the 1919 World's Series will not be allowed to play in Big-League baseball again, say Judge K. M. Landis and baseball owners.

August 4.—A decrease in employment in July of 11 per cent. is shown by the pay-rolls of 1,428 firms, each employing 500 or more workers in sixty-five principal industrial centers, according to figures given out by the Department of Labor. The net decrease shown by the pay-rolls was 16,914.

August 5.—Representatives of the Central Trades and Labor Councils of Greater

You Will See

Prettier teeth—safer teeth—in a week

We will send for the asking a new-method tooth paste. Modern authorities advise it. Leading dentists everywhere now urge its daily use.

To millions of people it has brought whiter, safer, cleaner teeth. It will bring them to you and yours. See and feel the delightful results and judge what they mean to you.

Removes the film

It removes the film—that viscous film you feel. No old method ever did that effectively.

Film clings to teeth, gets between the teeth and stays. It dims the teeth and leads to attacks on them. It is the cause of most tooth troubles. Those troubles have been constantly increasing, because old methods failed to combat film effectively.

Film absorbs stains, making the teeth look dingy. Film is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea. Also of internal troubles.

Ways to combat it

Dental science has now found two effective film combatants. Able authorities have amply proved them. Now dentists the world over are urging their adoption.

These methods are combined in a dentifrice called Pepsodent—a tooth paste which meets every modern requirement. And a ten-day test is now supplied to everyone who asks.

These effects will delight you

Pepsodent removes the film. Then it leaves teeth highly polished, so film less easily adheres.

It also multiplies the salivary flow—Nature's great tooth-protecting agent. It multiplies the starch digestant in the saliva—the factor which digests starch deposits that cling. It multiplies the alkalinity of the saliva—the factor which neutralizes acids.

Every application brings these five effects. The film is combated, Nature's forces are multiplied. The benefits are quickly apparent.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear.

Compare the new way with the old, then decide for yourself which is best. Cut out the coupon now. This is too important to forget.

Pepsodent PAT. OFF. REG. U.S.

The New-Day Dentifrice

A scientific film combatant, whose every application brings five desired effects. Approved by highest authorities, and now advised by leading dentists everywhere. All druggists supply the large tubes.

674

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. 975, 1104 S. Wabash Ave.,
Chicago, Ill.

Mail 10-Day Tube of Pepsodent to

.....

.....

Only one tube to a family.

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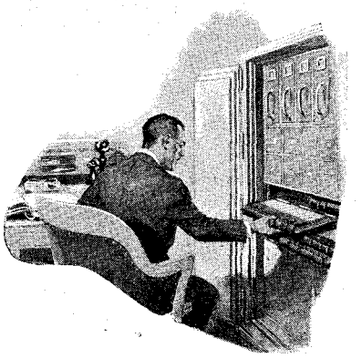
DANGER for 8 hours

Don't think because you have a vault that you have provided for the protection of your records.

Think of the number of books and records that are on the desks of your office all day. Suppose there should be a fire during working hours.

Would all these records be returned to safety?

SAFETY for 24 hours



Records which are in frequent daily use should be protected by *GF Allsteel* Safes. These safes are so compact and easily moved that they may be placed where most convenient.

By the use of *Allsteel* Safes records may be kept within easy working distance of those using them.

GF Allsteel Safes have passed the rigid requirements of the National Underwriters' Laboratories. They give certified protection to your records.

Our expert will help you analyze your conditions and will suggest a plan for complete precaution against fire. This will involve no obligation on your part.

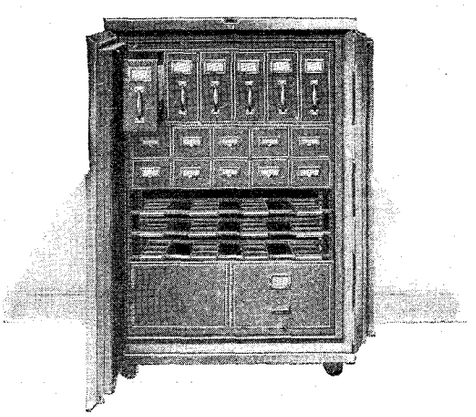
Call up our dealer or write for catalog.

The General Fireproofing Company
2150 Herringbone Ave., Youngstown, Ohio

Branches: New York Chicago Boston San Francisco Philadelphia Seattle Washington, D. C. Atlanta

Also Makers of Herringbone Rigid Metal Lath and Other Fireproof Building Materials

GF Allsteel Safes



CURRENT EVENTS
Continued

New York and Vicinity, the United Hebrew Trades, the Workmen's Circle, the International Ladies' Garment Workers' Union, and other labor organizations at a meeting in New York decide to raise $25,000,000 for relief in Russia.

August 6.—A shrinkage in three months of $330,000,000 in the estimated government income for this fiscal year based on the present revenue law is shown in the statement presented to the House Ways and Means Committee by Secretary of the Treasury Mellon. In the same time the estimated expenditures have decreased only $11,864,216.

Secretary of War Weeks and Secretary of the Navy Denby advise Senator Penrose, Chairman of the Finance Committee, that an embargo on dyestuffs and coal-tar chemical products is necessary for reasons of national defense.

August 7.—The Steamship *Alaska*, bound from Portland, Ore., to San Francisco, is wrecked on Blunt's Reef, forty miles south of Eureka, Cal., and a check of the crew and passenger-list indicates that forty-seven are drowned.

August 8.—Italy and China notify Washington that the date and place for the disarmament and Far-Eastern conference are acceptable to them.

August 9.—Governor Len Small, of Illinois, submits to arrest on three warrants charging embezzlement of $500,000 and conspiracy to rob the State funds of $2,000,000 while he was State Treasurer, and is required to furnish bonds of $50,000.

Congressional leaders and Secretary of the Treasury Mellon, meeting with President Harding, agree upon a plan to lighten the burden of taxation to the extent of $600,000,000 during the next fiscal year.

The State Department learns from its representatives at Riga and Reval that Americans who have been imprisoned in Moscow were on their way to the frontier yesterday.

Fatal Mistake.—The lady bather had got into a hole and she couldn't swim. Nor could the young man on the end of the pier; but when she came up for the first time and he caught sight of her face, he could shriek, and he did. He shrieked:

"Help!"

A burly fisherman sauntered to his side.

"Wot's up?" he asked.

"There!" hoarsely cried the young man. "My wife! Drowning! I can't swim! A hundred dollars for you if you can save her."

In a moment the burly fisherman was in the sea. In another he was out of it, with the rescued lady bather. Thanking his lucky stars, he approached the young man again.

"Well, what about the hundred bones?" he asked.

But if the young man's face had been ashen gray before, now it was dead white, as he gazed upon the features of the recovered dame.

"Y-e-s, I know!" he gasped. "But when I made the offer I thought it was my wife who was drowning; and now—now it turns out it was my wife's mother!"

The burly fisherman pulled a long face. "Just my luck!" he muttered, thrusting his hand into his trousers pocket. "How much do I owe you?"—*Chicago Daily News.*

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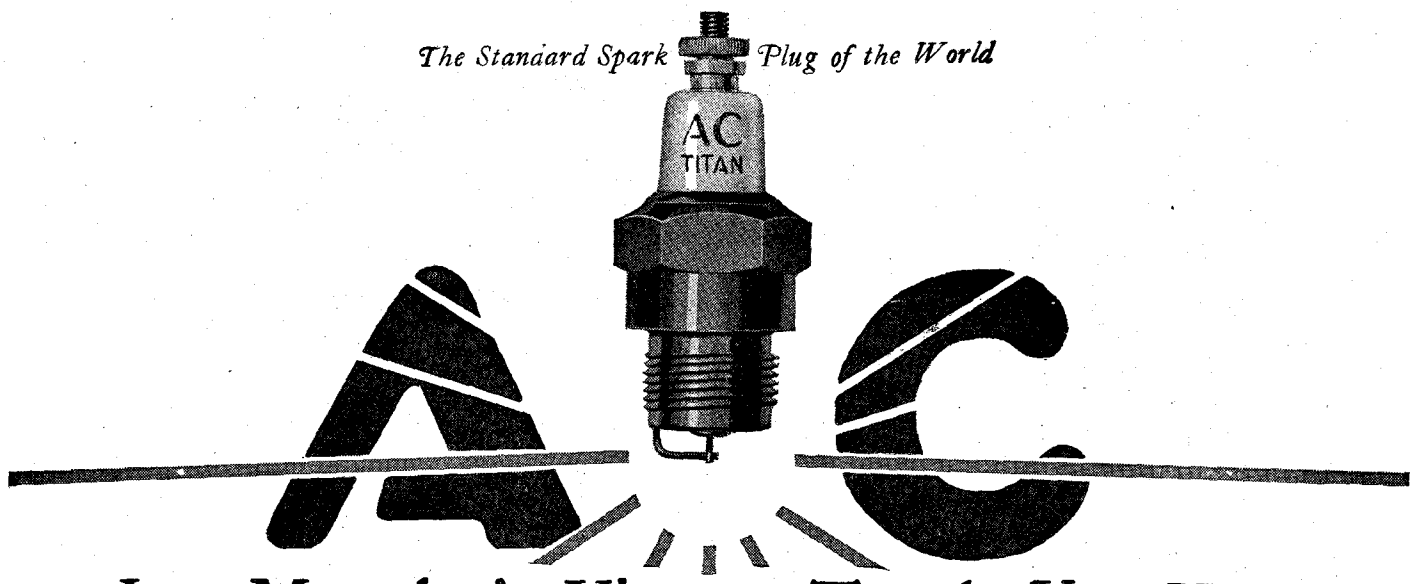
The Standard Spark Plug of the World



Let Murphy's Victory Teach *You* How to Choose Spark Plugs

When Jimmy Murphy of Indianapolis triumphed over Europe's finest racing cars, drivers and equipment in the French Grand Prix on July 25, AC Spark Plugs fired the cylinders of his Duesenberg motor.

Guided by years of experience as expert mechanic and racing pilot, and by knowledge that is common among speed kings on land, sea and in the air, Murphy selected AC Spark Plugs for his successful attempt to prove American engineering superiority.

Of course, the speed kings and their advisors know spark plugs.

But how about *you?* How do *you* buy spark plugs for your engine?

Do you, like Murphy, insist upon AC's?

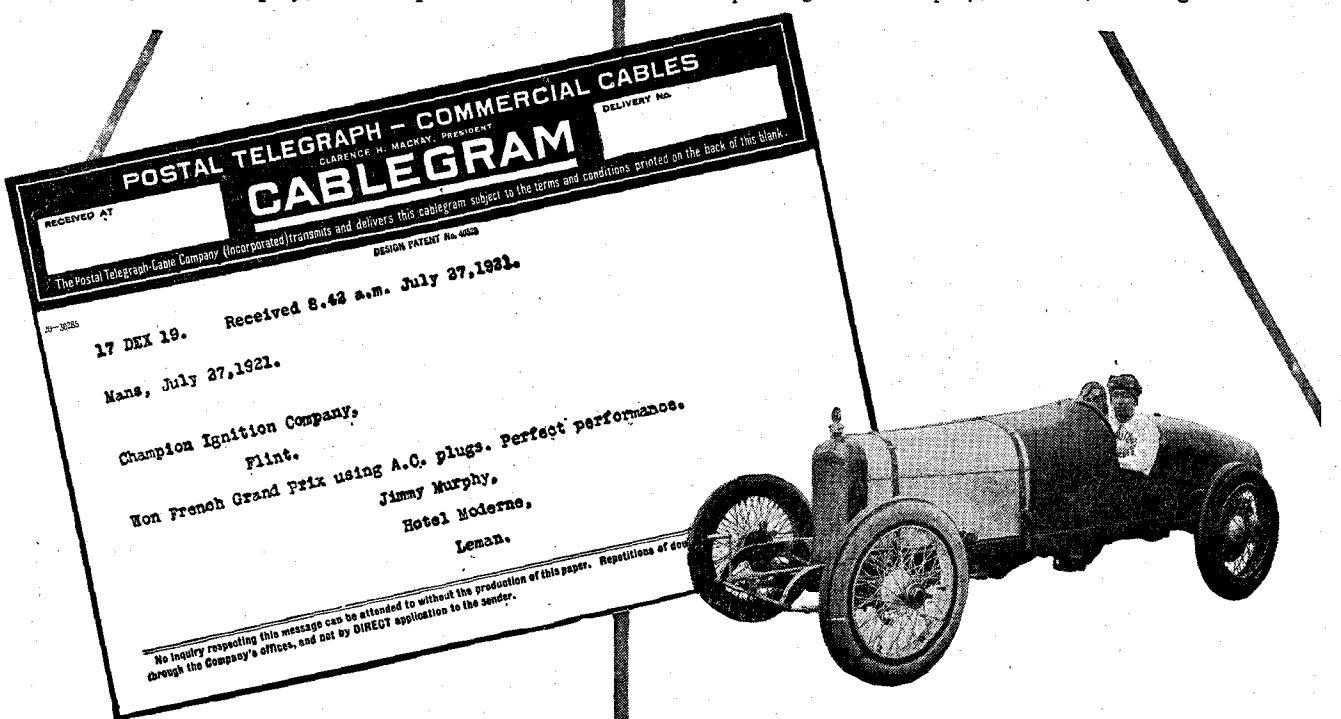
You can obtain the same guarantee of reliable, efficient spark plug service that Murphy had, if you get AC Plugs.

AC's won the world's speed boat championship, were used in setting the world's automobile record and fired the cylinders of America's record airplane.

Manufacturers of most fine passenger cars, trucks and tractors factory-equip their engines with AC's. And there are specially-designed AC Plugs for all other engines, too.

Demand AC's. Ask for them by name at your garage or dealer's shop. Make certain you get AC's—the plugs the speed kings and automotive engineers have proved best.

Champion Ignition Company, FLINT, *Michigan*


POSTAL TELEGRAPH – COMMERCIAL CABLES
CLARENCE H. MACKAY, PRESIDENT
CABLEGRAM
RECEIVED AT
DELIVERY No.
The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this cablegram subject to the terms and conditions printed on the back of this blank.
DESIGN PATENT No. 46528

17 DEX 19. Received 8.42 a.m. July 27,1921.

Mans, July 27,1921.

Champion Ignition Company,
Flint.

Won French Grand Prix using A.C. plugs. Perfect performance.
Jimmy Murphy,
Hotel Moderne,
Leman.

No inquiry respecting this message can be attended to without the production of this paper. Repetitions of dou
through the Company's offices, and not by DIRECT application to the sender.

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The He-Is-One-of-Us Club

Few men are better judges of human nature than reporters are.

Their work puts them in contact with men of all kinds. They interview small men pulled unexpectedly into the white glare of publicity and big men who have become famous so suddenly as to arouse the intense curiosity of the public.

Reporters recognize the right thing when great men say it. When great men fail to say the right thing, reporters have sometimes said it for them.

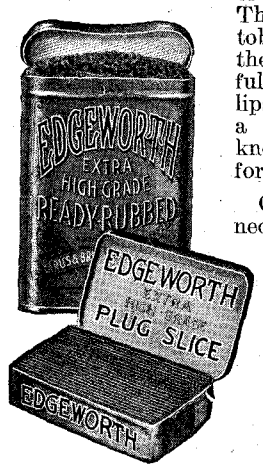
Reporters often have to take a few curt words from big, busy men and make them appear good fellows. How do they do it?

They do it so simply—with just one touch frequently. They put a pipe in the great man's mouth.

How did you feel when you learned that Foch smoked a pipe? You felt at once that the greatest general of our time was no top-lofty individual, but one of us, didn't you?

Reporters bring in more members of the He-Is-One-of-Us Club than all others put together.

To smoke a pipe is to get the utmost out of smoking. The full flavor and fragrance of tobacco are yours. There need be no tobacco wasted. As the smoke curls gracefully away from your lips, you watch it with a pleased eye, you know what solid comfort is.



Only one thing is necessary. You must have a smoking tobacco just suited to your taste.

Edgeworth Tobacco suits many—perhaps it would suit you. A smoking tobacco is either yours or it isn't, and there's an end on't.

Would you like to learn whether Edgeworth is or isn't yours?

Merely send us your name and address upon a postcard. If you feel so inclined, send us also the name of the dealer you will ask for Edgeworth should it please you. We will send you postpaid immediately and without charge generous samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Edgeworth Plug Slice comes in flat cakes, cut into thin, moist slices. One slice rubbed between the hands fills the average pipe.

Edgeworth Ready-Rubbed is quite the same tobacco, rubbed up, ready to go right into your pipe.

You are likely to notice how nicely Edgeworth packs. That means that it burns evenly and freely.

For the free samples, address Larus & Brother Company, 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

THE · SPICE · OF · LIFE

Correct Physics.—TEACHER—"Johnny, what is steam?"

JOHNNY—"Water crazy with the heat."—*American Legion Weekly.*

Harmonious Phrasing.—Appropriately enough, the sounds that come through the door labeled "Voice Cultivated" are usually harrowing.—*Pittsburgh Sun.*

She Takes It Coolly.—When a woman sees a man wilt his collar discussing her clothes she just laughs up where her sleeve used to be.—*Ann Arbor Times News.*

A Frame-up.—"I'm sorry to have to do this," said little Johnny, as he spread the jam on the baby's face, "but I can't have suspicion pointing its finger at me."—*Everybody's Magazine.*

Fashion Found Wanting.—POLICEMAN—"Lost yer mammy, 'ave yer? Why didn't yer keep hold of her skirt?"

LITTLE ALFRED—"I cou-cou-couldn't reach it."—*London Opinion.*

Sic Transit Gloria.—When they won the Polo Cup, the Americans were at first elated. But then they recollected how little use there is for cups in their country nowadays.—*London Opinion.*

The Water's Fine.—"Everybody should learn to swim."

"I'll say so," replied the lifeguard. "The more some of these folks submerge, the better the ocean looks."—*Washington Star.*

No Symptoms.—"Who is the mysterious stranger?"

"Some kind of investigator."

"Working for the Government?"

"I doubt it. He keeps pretty busy."—*Detroit Free Press.*

The Only Jack.—"Could I sell you Boswell's 'Life of Johnson,' sir?" asked the book agent.

"Certainly not," replied the self-made millionaire. "I'm not interested in the career of colored pugilists."—*Birmingham Age-Herald.*

Going and Coming.—"Did the traffic cop arrest you?"

"Twice," replied Mr. Chuggins. "When I couldn't stop he arrested me for speeding, and when I finally stopt and couldn't start he arrested me for blocking the traffic."—*Washington Star.*

Knew His Limit.—MR. MCNAB (after having his lease read over to him)—"I will not sign that: I havena' been able tae keep Ten Commandments for a mansion in Heaven, an' I'm no' gaun tae tackle aboot a hundred for twa rooms in the High Street!"—*London Opinion.*

Shocking Report.—HISTORY PROFESSOR—"How was Alexander I. of Russia killed?"

STUDENT (vaguely)—"By a bomb."

PROFESSOR—"Be a little more explicit, please."

STUDENT (in desperation)—"Well, you see—er—it exploded."—*American Legion Weekly.*

Obstructed Vision.—VERY STOUT OLD GENTLEMAN—"Her , my lad, is a nickel for you. Now tell me if my shoes need polishing."—*Boston Transcript.*

Precedent.—"What'll we do with the ark now that the big trip is over?" inquired Japhet.

"My son," replied Noah, "we've had trouble enough without starting in immediately on any shipping problems."—*Washington Star.*

The Substitute.—"Your honor," said the prosecuting attorney, "your bull pup has went and chawed up the court Bible."

"Well," grumbled the Court, "make the witness kiss the pup; we can't adjourn court to get a new Bible."—*The Labor Clarion (London).*

Seekers After Grace.—WIFE—"Did you notice the chinchilla coat on the woman sitting in front of us this morning?"

HUSBAND—"Er—no. Afraid I was dozing most of the time."

WIFE—"Um. A lot of good the service did you."—*Chicago Tri une.*

Environment Again.—LADY—"Isn't it strange that some fish are flat, and yet so many aren't?"

BOATMAN—"Well, mum, these 'ere waters are so shallow that fishes is bound to grow flat else they'd get their backs sunburnt!"—*London Passing Show.*

Grew On Him.—"Did you really call this gentleman an old fool last night?" asked the judge.

The prisoner tried hard to collect his thoughts.

"Well, the more I look at him, the more likely it seems that I did," he replied.—*Lawyer and Banker.*

Authentic Spiritism.—"Divvle a bit do I believe the messages these mediums are after gettin' from the dead," declared Dugan. "Ye can't be tellin' whether they're true or not." "More fool ye. Ye can, and I can prove it," contradicted Monahan. "By mistake I was reported killed entirely in the war, and one day me sister went to a medium who told her I was wishin' I was back on earth. And at that very time I was on a transport in a high sea, d'ye mind?"—*The Argonaut.*

Too Slow.—A negro lad had been brought into a Virginia police court for the fifth time charged with stealing chickens. The magistrate determined to appeal to the boy's father.

"See here," said his honor, "this boy of yours has been in this court so many times charged with chicken-stealing that I'm quite tired of seeing him here."

"I don't blame you, jedge," said the parent, "an' I's tired of seein' him here as you is."

"Then, why don't you teach him how to act? Show him the right way and he won't be coming here."

"I has showed him de right way," said the father, "but he jest don't seem to have no talent for learning how, jedge; he always gets caught."—*Lawyer and Banker.*

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